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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXII.

CHICAGO, ILLINOIS, JULY 15, 1903.

No. 1. { ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

The Beall  
Non-Vibrating  
Warehouse and  
Elevator Separator.

(Motion of Sieve, 30 Per Minute)



If you are looking for a warehouse  
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1925--2189

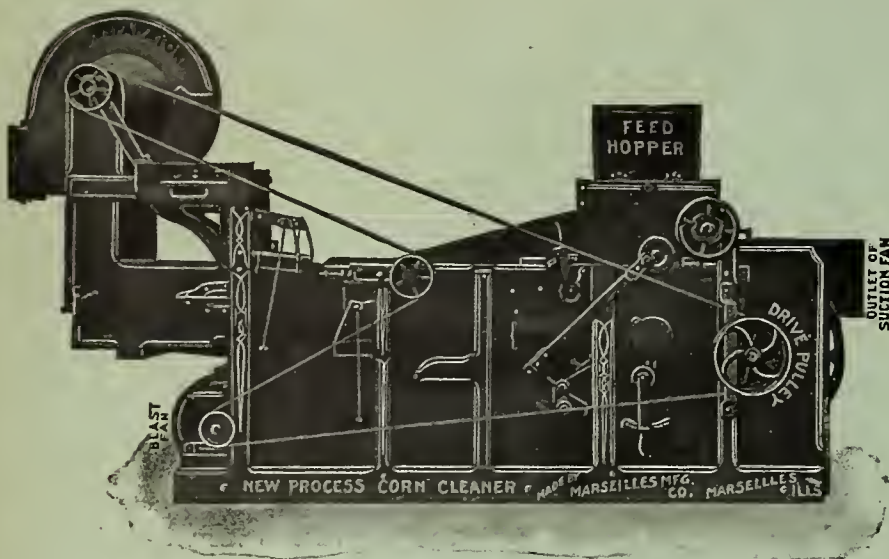
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*Well, just ask us for a copy  
of our Catalogue No. 35*

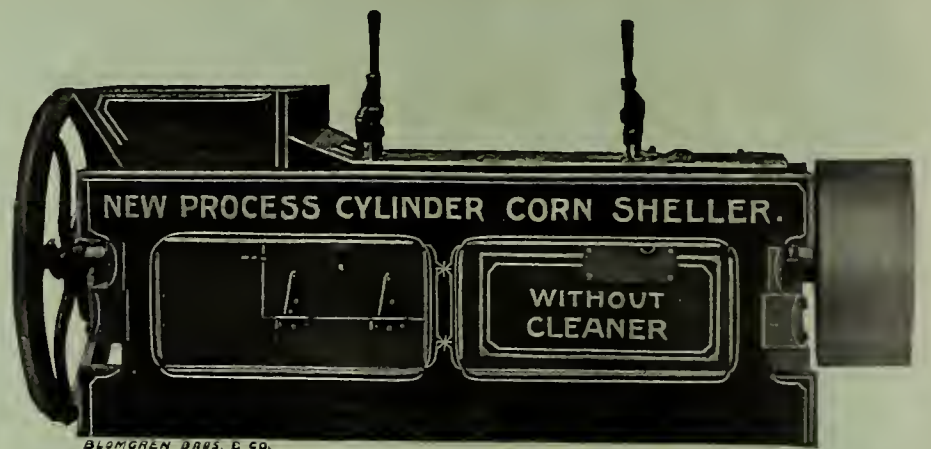
IT tells all about the best and most complete line of Corn Shelling Machinery manufactured. We make Shellers and Cleaners as separate machines. Also a complete line of

## Combined Shellers and Cleaners

for shelling both husked and unhusked corn.



NEW PROCESS CORN CLEANER, WITH SHUCK SEPARATING FAN.



The New Process Combined Shuck Sheller and Cleaner is the only machine that can be fitted for either husked corn of Northern states or the unhusked corn of Southern states.

*If you're going to buy a Corn Sheller  
or Corn Cleaner, get a New Process.*

We are also manufacturers of Power Transmission Appliances and Grain Elevating and Conveying Machinery. We solicit specifications and the privilege of quoting on any requirements in this line.

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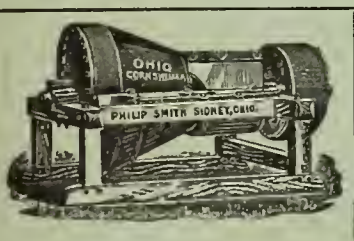
BRANCHES

Peoria, Ill.,

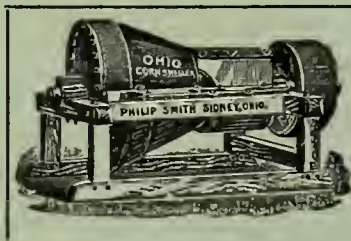
Council Bluffs and Cedar Rapids, Ia.,

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## SMITH'S AUTOMATIC WAREHOUSE AND ELEVATOR MACHINERY THE OHIO SHELLER



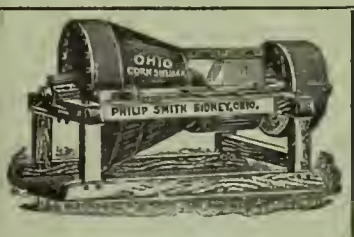
THIS  
SHELLER



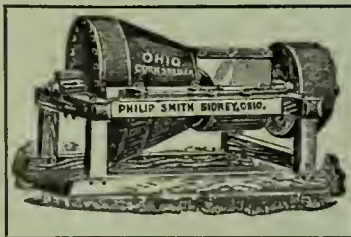
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For Elevating, Conveying and  
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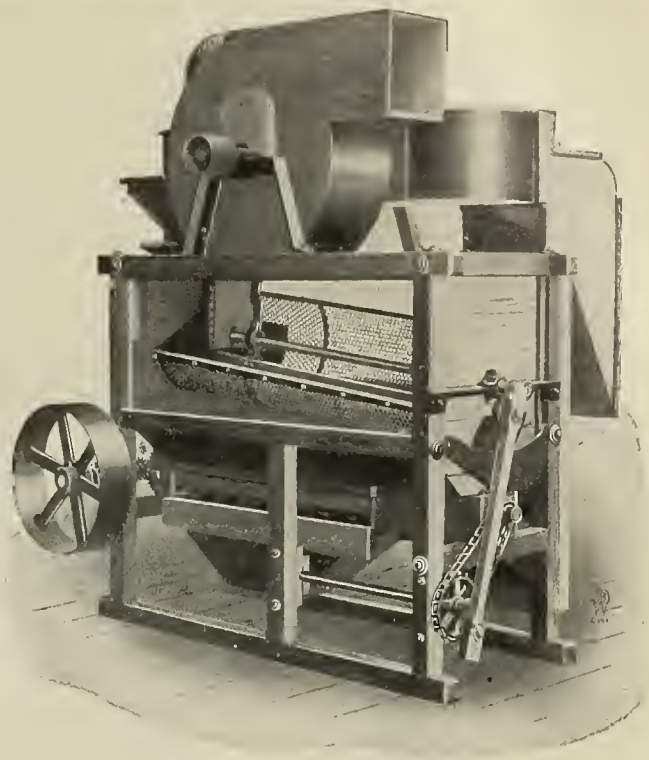
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Motion of sieve, only  
30 per minute. Large  
capacity in small space.  
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and prices.



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*Our System Will Cool Them.*

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While our system for purifying is beneficial to all grains, it is especially valuable to oats and barley in

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or Water Stains, Bad Odors and Smells, Cooling  
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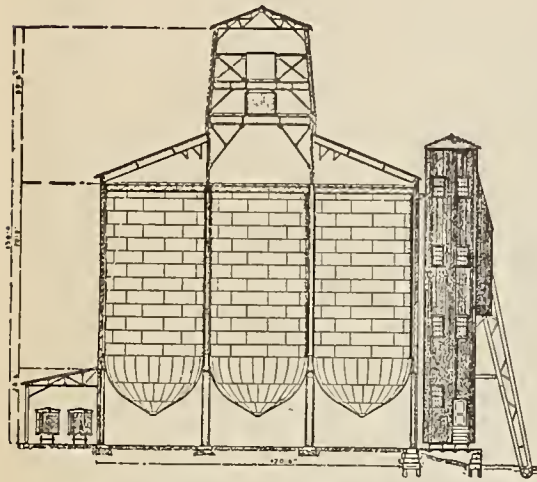
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Grain Elevators of Steel,

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Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,  
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Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs, Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

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Northern Grain Co., Council Bluffs, Ia.,	- " 75,000 "
Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo, -	- " 1,200,000 "
McReynolds & Co., Hammond, Ind.,	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
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Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

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Barnard's Perfected Separators are up-to-date in every particular.

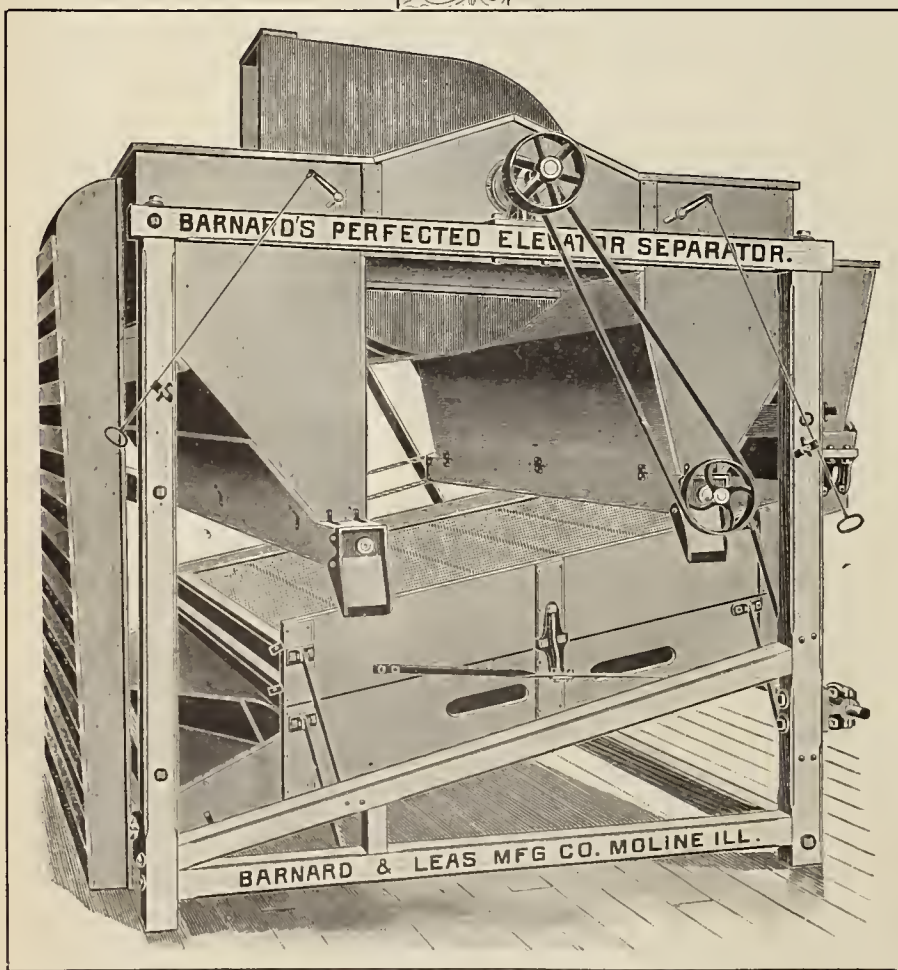
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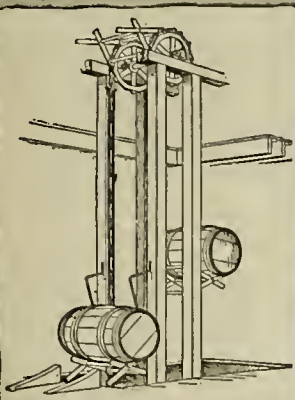
They are unequalled for close separations, economy in operation and durability.

They not only clean the grain thoroughly, but they save the screenings for feed, thus adding a source of income to your mill.

It will pay you to investigate their merits.

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BUILDERS OF ELEVATORS and  
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**LABOR SAVING APPLIANCES**  
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**POWER TRANSMISSION** By Manila Rope.

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UTILIZE YOUR POWER  
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THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.

THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.

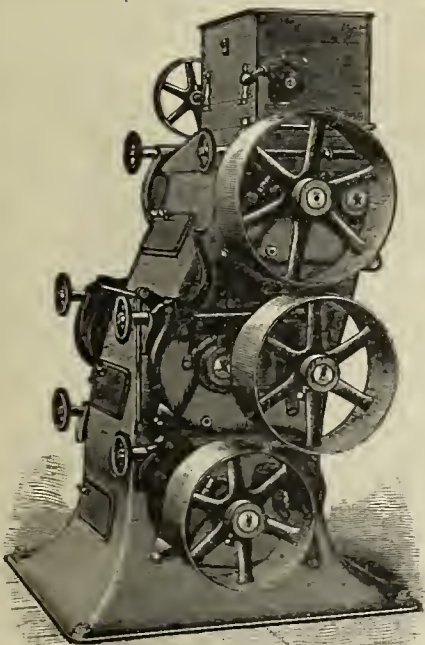
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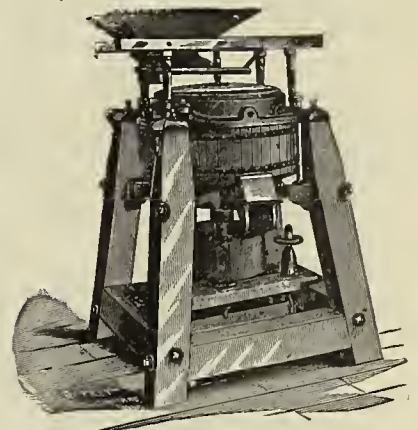
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85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



3-PAIR-HIGH, SIX-ROLLER MILL.



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ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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Specialties for  
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THE ONLY PERFECT SPIRAL  
CONVEYOR; with Flight of One  
Continuous Strip of Metal.



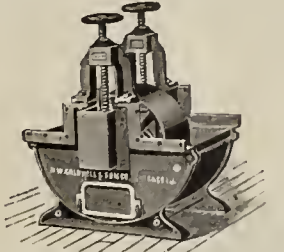
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STEEL ELEVATOR BUCKETS.

LINK BELTING.  
SPROCKET WHEELS.  
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PROTECTOR is inval-  
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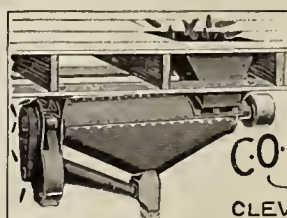
Don't trust to luck  
but send your  
samples of grain  
and mill products  
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Carries safely; fastens securely; insures  
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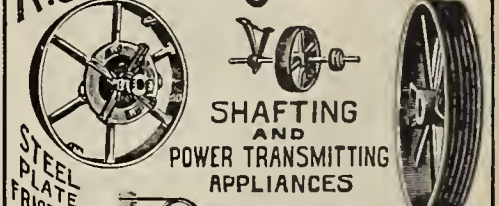
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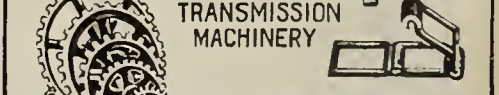
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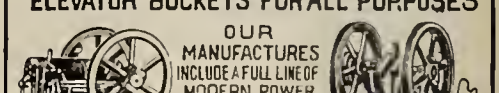
MANILA ROPE  
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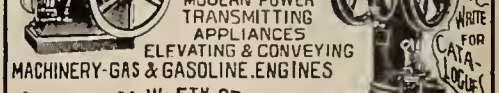
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ELEVATOR BUCKETS FOR ALL PURPOSES



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MANUFACTURES  
INCLUDE A FULL LINE OF  
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DEALERS IN

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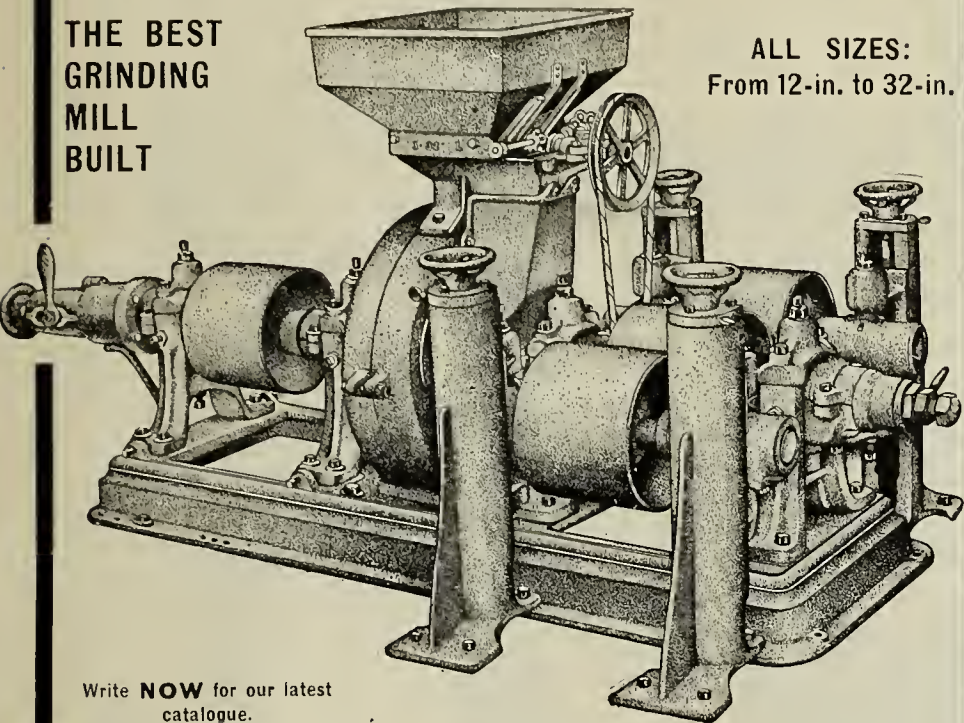
are business builders. With a MONARCH you can grind all kinds of small grain, corn and cobs, etc., with the least power and in a manner that will please your customers and insure you a profit.

The MONARCH is built for service. That's why it has Phosphor Bronze Bearings, Cable Chain Oilers, Removable Base, Quick Release, Safety Springs, Relief Springs and Plates that can be sharpened in a few minutes by our special device.

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GRINDING  
MILL  
BUILT

ALL SIZES:  
From 12-in. to 32-in.



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Manufacturers of

**Elevating, Conveying  
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**SPECIALTIES for GRAIN ELEVATORS and MILLS**

Sprockets and Link Belting  
Elevator Boots and Buckets

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Flexible Spouts, Swivel Spouts

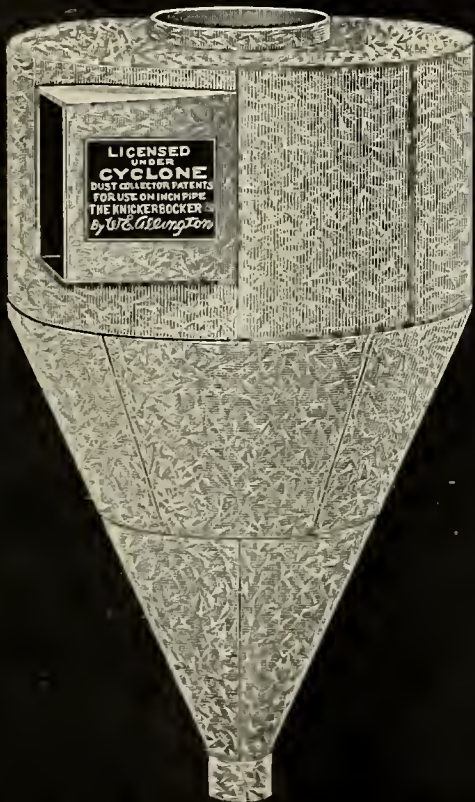


Shafting, Couplings, Bearings, Wood and Iron Pulleys, Gearing,  
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Special Facilities for the Manufacture of Rope Drives.

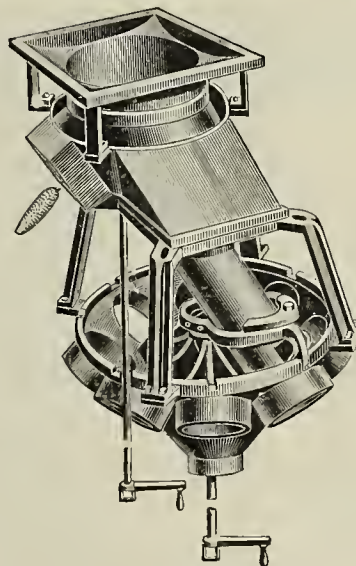
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Ear corn, or cobs and corn, are received, dumped and distributed same as other grains, with the same readiness and facility by the use of our new device, which brings the operation down to a complete science. Send for booklet.

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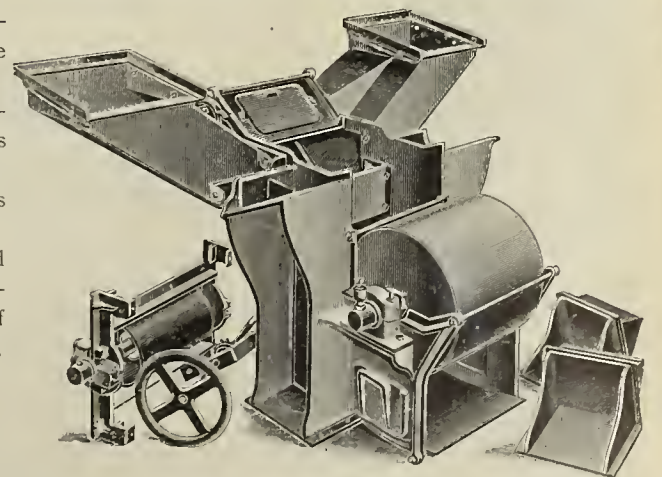
Is absolutely unchokable, and non-chokable with grain.

Practical elevating capacity of cups doubled.

Chief causes of fires eliminated.

Mutilated cups and belts, burnt belts, broken shafts, and loss of time, of plant and men, avoided.

SEND FOR  
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## DRYER AND CONDITIONER

For Drying Damp Wheat,  
Barley, Oats and Corn.

# The "Eureka"

## Wheat Washer, Whizzer and Dryer

For Completely Cleaning Smutty and  
Off Grade Wheat. Over Three Hundred  
of These Systems in Operation

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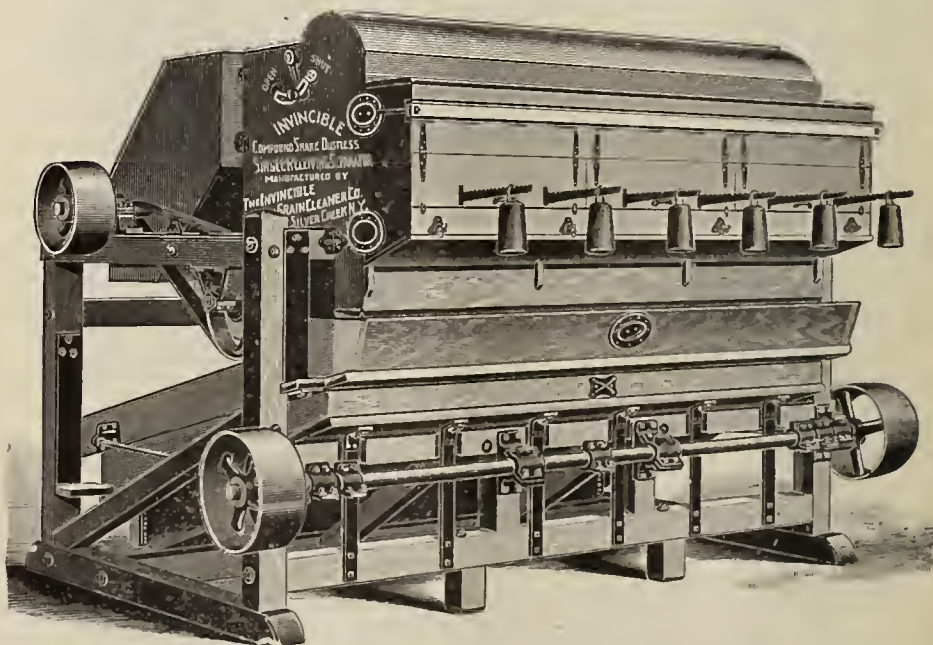
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NO SHAKE, NO TREMBLE—Steadiness Itself.

## The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.  
They never shake the building but stand as steady as a rock.  
Their work is perfect.  
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## Invincible Grain Cleaner Company,

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Also Manufacturers of the  
Needle Screen Gravity Separator and Spiral Belt Separator.

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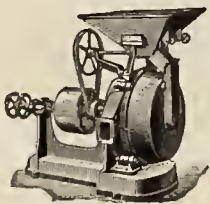
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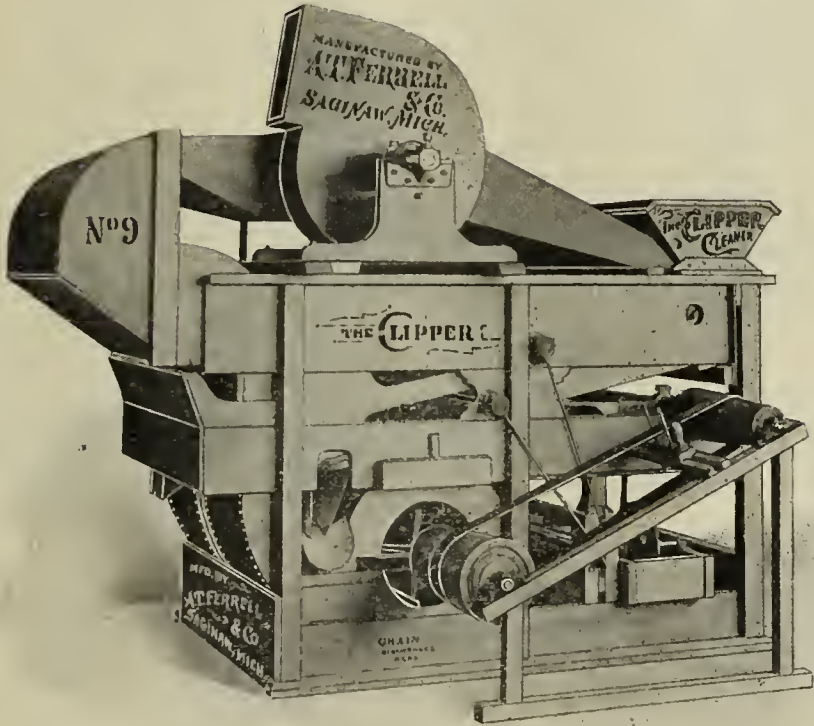
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# RICHMOND CITY MILL WORKS

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# The Clipper Grain and Seed Cleaners

No. 9 Brush and Dustless Clipper  
Cleaner with Special Air  
Controller : : : : :



THE No. 9 Special Cleaner shown in cut has no equal for handling all kinds of seeds and grain. It will clean Timothy, Clover, Millet, Red Top, Blue Grass, Flax or any other seed to perfection, and it will handle all kinds of grain equally as well.

Our Traveling Brushes are of great advantage, as they keep the screens from clogging, thus saving the constant attention of the operator, and the work of the machine is always the same. After the Cleaner and Traveling Brushes are once regulated, the machine will run without any attention except oiling and adjusting occasionally. The results secured will greatly exceed anything that can be done on a machine without the brushes.

The Dustless Attachment on this machine not only takes care of all the dust from the air blast, but is so arranged that the stock passes through a short suction leg as it goes from the hopper to the screens, drawing off all light chaff, silks, dust, etc., before reaching the screens.

The Special Air Controller makes it possible to regulate the Blast to exactly meet the requirements of the stock, which is of great importance in cleaning fine seeds.

All machines shipped on thirty days' trial, satisfaction guaranteed. The Clipper will require very much less power than any suction cleaner of equal capacity, and in addition is a first-class combination Cleaner.

Write for our new catalogue, which is now ready.

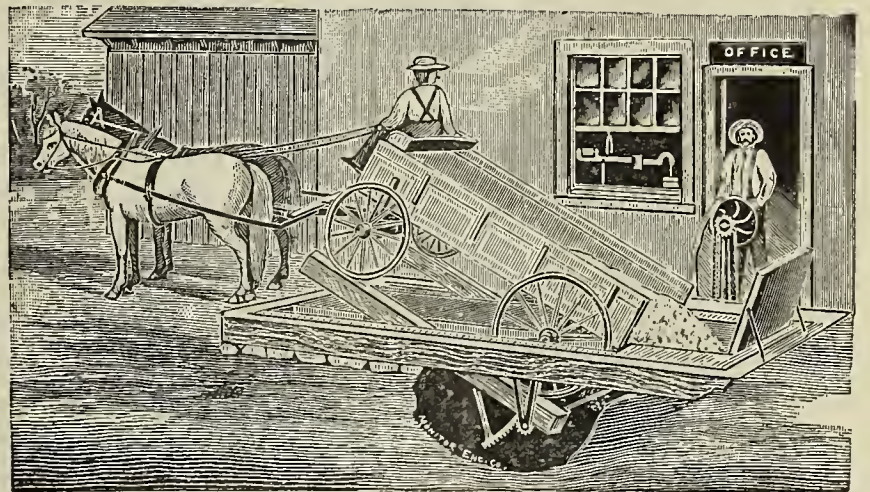
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## DRYING GRAIN BY NATURE'S OWN METHOD

Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

**The Paine-Ellis Grain Drier Co.**  
53 Chamber of Commerce, Milwaukee, Wis.

## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,  
M. C. WOODWORTH.

MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



# MONITOR MACHINERY

## Monitor Grain Cleaning Machinery

### Stands Above Everything Else!

Results are all that count in everything and in results the Monitor Grain Cleaning Machinery scores the highest standard.

Most machines have effective screen separations and to that extent produce satisfactory results.

But screen separations fall far short of producing the greatest aim in grain cleaning—clean products.

*It's the air separations that produce the cleanest grain.*

That's where the Monitor Machinery differs from all others—*it has the most effective air separations* in addition to complete screen separations.

In the Monitor line two air separations embodying the use of four distinct perfectly controlled air currents act on the grain which is spread out so that each kernel is separately weighed in the air, which removes all foreign matter.

The Monitor Warehouse and Elevator Separators, Monitor Seed Cleaners, Monitor Oat Clippers and Monitor Flax Cleaners are a few of the Monitor Money Makers about which you should write to-day.




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## Huntley Manufacturing Co.

SILVER CREEK, NEW YORK



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXII.

CHICAGO, ILLINOIS, JULY 15, 1903.

No. 1. { ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

#### ASSOCIATED EXCHANGES.

The Chicago Board of Trade's campaign against cut-rate commissions and bucket-shop gambling has borne fruit in the form of a new organization styled the Associated Exchanges of the United States.

On Thursday, June 26, at a meeting at Chicago, the following exchanges were represented by the following delegates: New York Cotton Exchange, George W. Bailey; New York Consolidated Stock

usages of merchants; to destroy illegitimate, so-called business; to take such action as will bring about national legislation which shall make illegal all illegitimate business methods." Wm. L. Greyson, Chicago, was made president, and Geo. W. Bailey of New York, vice-president.

In other words, it is the purpose of this Association to make a combined war on bucket-shops, it having been demonstrated by the Chicago Board of Trade that, with the coöperation of these exchanges, like the New York Stock Exchange, which

#### BARRETT & HENDERSON.

Barrett & Henderson operate two elevators on the B. & O. S.-W. in Highland County, Ohio, one at Leesburg and the other at Highland, a few miles west. At both stations they have well built and well equipped elevators, although that at Leesburg, the home office, is the better appearing plant.

The Highland elevator, however, has a storage capacity of 10,000 bushels, the main building being 40 feet square. The equipment is a 15-horsepower



ELEVATOR AT LEESBURG, OHIO.—GRAIN ELEVATORS OF BARRETT & HENDERSON.—ELEVATOR AT HIGHLAND, OHIO.

and Petroleum Exchange, Mortimer H. Wagar; New York Produce Exchange, D. M. Van Vliet; St. Louis Merchants' Exchange, William P. Kennett; Milwaukee Chamber of Commerce, E. C. Wall; Minneapolis Chamber of Commerce, C. M. Harrington; Pittsburgh Stock Exchange, A. E. Mason; Baltimore Chamber of Commerce, Henry L. Goemann; Memphis Merchants' Exchange, A. E. Malone; Toledo Produce Exchange, L. S. Churchill; Kansas City Board of Trade, J. E. Seaver; Chicago Board of Trade, William L. Gregson. These delegates thereupon organized an association called the Associated Exchanges of the United States, the purpose of which, as incorporated in the records of the meeting, is "to maintain the highest mercantile standards; to promote uniformity in the customs and

have heretofore given the bucket-shops their quotations, this scandal can be abolished. Incidentally the Association will aid in maintaining commission rates.

In the matter of the \$2 switching charge made by the railroads at Kansas City and St. Louis, the Supreme Court dismissed the quo warranto proceedings on June 15, on the ground, as urged by the railroads, that the proceeding was prosecuted solely for the vindication of private rights and the redress of private grievances, holding that a wrong against a private individual or individuals cannot be corrected by a quo warranto proceeding, and that said such matters should be referred to the railroad and warehouse commissioners for adjustment and the relief which is provided by law.

engine and boiler and modern machinery for cleaning and handling grain.

The main building of the Leesburg elevator is 30x50 feet on the ground and 70 feet high, and rests on a stone foundation. Posts 12x12-in. in size running up through the first story support the crib walls, which are of 6-in. material. There are eleven storage bins with an average capacity of 3,000 bushels each. The driveway and ear corn bins cover 24x50 feet. The machinery for handling and cleaning is all new and of modern type. The engine house is 20x40 feet in size and contains a 30-horsepower engine and boiler.

Barrett & Henderson, besides handling grain as buyers and shippers, do also a large wholesale and retail business in flour, hay, seeds, grain, etc.

## COMMISSION MAN VS. TRACK BUYER.

[From a paper by F. B. Hougham of the Howard Grain, Mercantile and Elevator Company, read before the Farmers' Grain Dealers' Protective Association of Illinois, at the meeting in Bloomington on June 25, reprinted from Bloomington Pantagraph.]

In treating the subject as to which is preferable, to consign grain on the open market or sell on track bids, it is necessary to begin with the infancy of the grain dealer at the country point and ascertain which factor in his existence will be of the greater and more lasting benefit. While I am not a man of long and varied experience in the grain business, I have had opportunity of judging which of the above methods is best suited to my needs.

You will remember that before your elevator was completed, and when your competitor refused to recognize you on the street, there was a feeling down in your innermost soul that somehow or other this competitor, with his experience of twenty years, had means by which he could dispose of his grain to much better advantage than you, and in fact he had given out a statement to a few of his friends that your business career would be of short duration and that you would melt away with the snow of the coming spring.

Notwithstanding the fact that you had encouraging words from those who had promised to favor you, when marketing your grain, you had a vague feeling that you were handicapped by a lack of knowledge of the grain business. You feel that you must have a lot of information within the next six months and the question arises, "From what source can I best obtain this information?" You have been told that your competitor sells everything on track, and in order to put yourself on an equal basis you write Chicago, Peoria, Cleveland and a half dozen other centers asking for track bids. Within a few days you receive a bunch of postal cards, some of them entirely out of line, while others might justify you in selling if you were reasonably sure of the grade of your grain.

You soon awaken to the realization that about half of your corn and oats are either too good or too poor to apply on the contract specified in the track bid; you do not know whether the delivery from farmers will be made within the time specified, and you are not sure that the railroads will furnish cars wherewith to make the shipments.

All of these things are perplexing and disheartening, and although the concisely worded postal card has given you a few cold facts, you realize it is not within their province to give you any particular information. The services of the track bidder are of a peculiar nature and are never intended as a bureau of information. If a track bidder buys 5,000 bushels of No. 3 corn to be loaded at your station within thirty days, it is only right that he expect the fulfillment of the contract on your part. If you are absolutely sure you can make the delivery within the time specified the element of risk is practically eliminated; however, if you are not absolutely sure of your ability to make the delivery, you are taking a greater chance than you would be consigning on the open market.

To one like myself, who has been fortunate in securing the services of a capable, trustworthy and responsible commission merchant, the rough and rugged road has been smoothed considerably. I am glad to say that many of the obstacles which surrounded us when we commenced business have been entirely eliminated and our business has progressed by steady growth to a point which is almost flattering, considering the difficulty we had to contend with.

It lies within the province of a progressive commission merchant to extend a helping hand to the beginner, instruct him on every phase of the grain business; and I honestly believe it is the business of the grain shipper to reciprocate these courtesies and give the commission merchant his undivided support.

Have you ever stopped to think what the commission merchant does and is willing to do for you? He sends you the daily official market reports. He sends you market letters which are written with

great pains and considerable expense. He pays your drafts promptly on presentation, if not excessive. He will instruct you how best to bill grain and assist in adjusting exorbitant freight rates. He will sell your grain on its merits for what it is worth. He is not a buyer of grain and therefore has no grain to sell in competition with yours. He can occasionally assist in changing the inspection from a lower to a higher grade through his technical knowledge of the grain business.

He will, if your business justifies, give you free telegraphic communication, advising you of the tendency of the option and cash grain market many hours before you could possibly receive this information by mail. In fact, it lies within the province of the commission merchant to be a constant help to you, inquiring after your various needs, ever realizing that his interests and yours are mutual, and that the success of one is contingent upon the success of the other.

## C. B. JENKINS.

C. B. Jenkins, of the Marion Milling and Grain Co., of Marion, Ohio, who succeeds Mr. H. S. Grimes of Portsmouth as president of the Ohio Grain Dealers' Association, is known to be one of the ablest



C. B. JENKINS, MARION, O.  
President Ohio Grain Dealers' Association.

and keenest, as well as one of the most popular, grain men of Ohio; and his elevation to the presidency of that association is a tribute not only to his personal character, but as well to his personal activity on behalf of the grain trade of that state on not a few occasions. His connection with the exposure of one of the most widespread cooperative frauds that attempted to prey upon Ohio farmers directly, and indirectly to disorganize the regular grain trade of the state, will not soon be forgotten by the trade in Ohio.

## KANSAS FLOOD LOSSES.

Immediately after the flood losses occurred in Kansas City, directors of the Kansas City Board of Trade adopted a resolution declaring that title to grain in cars passed to buyer from seller when the inspection ticket passed. The ruling was opposed by many of the members; and when the Board attempted to discipline the Moffat Commission Company for refusing to settle on that basis (although offering to abide by the finding of an arbitration) the company applied for an injunction to restrain the Board and directors from suspending or expelling them, and a temporary injunction was issued. After this step had been taken, an agreement was reached, so that the injunction originally issued for a few days only, will remain in force by mutual consent until the legal responsibility for the losses has been determined.

## BUSINESS AT PITTSBURG.

At the late annual meeting of the Pittsburgh Grain and Flour Exchange, it appeared from the report of the superintendent that the receipts of grain, hay and straw during the year ending May 31, compared with those of the previous year, were as follows:

Products—	1903. Cars.	1902. Cars.
Wheat .....	1,464	1,519
Corn .....	1,831	2,208
Oats .....	4,400	3,974
Rye .....	793	840
Feed .....	811	905
Hay .....	9,471	9,210
Straw .....	795	743

Totals ..... 19,565 19,399

Sales on the exchange, 273 cars.

In his annual address, the retiring president of the Exchange, W. A. McCaffrey (of Daniel McCaffrey's Sons Company), referred to the abuse of credit system in vogue in that market, and said, "It would not be amiss for the receivers of this market, by an organized effort through the medium of this Exchange, to place a check rein on credit, which we all agree is extremely cheap, when you take into consideration the risks we incur in handling hay, grain, etc., the vexatious delays, and the liability to loss while in transit, after honoring sight draft, very often thirty days before the arrival of the car. In my opinion, we are poorly enough paid without being compelled to wait indefinitely for settlement."

Mr. McCaffrey also dwelt on the annoyance and loss caused the trade by the inadequacy of the railroad facilities in Pittsburgh for handling grain and hay, both for local consumption and for reconsignment. "The officials of one great line, handling the largest percentage of the commodities in which we deal," he said, "agreed to the grouping of hay and grain into one section of the outer yards, which was the only alternative under the circumstances. For some time this agreement was carried out faithfully, but at this moment the method of handling our interests is entirely unsatisfactory, troublesome and expensive to the trade, so much so, that in many cases it requires two men to do the work formerly performed by one. The roads scatter our goods throughout the yards in such a manner that it takes until noon to locate and inspect them, and very often we are unable to find them at all. To say that this system is a hardship on the dealers in general is putting it mildly."

Mr. McCaffrey also protested against the demurrage charge of \$1 per day when the roads have agreed among themselves on a charge of only 20 cents. He further extended an open hand of welcome to the Wabash road, "traversing, as it does, the most fertile fields of the west, opening to this great city a farming section that abounds in our necessities and bringing them to our door."

"As we see the horseless carriage flying through our streets we note a feeling of anxiety in some quarters as to our future," he concluded. "Fifteen years ago, as the first cable car descended the Fifth Avenue hill, followed later by the trolley, and more recently by the bicycle, it was freely predicted on all sides that our usefulness as distributors of hay, grain and feed products was at an end. Today the consumption of these commodities in this market is greater than ever, and I predict that posterity will see an increase in the volume of our business amounting to 100 per cent in another quarter century."

## MONTREAL ELEVATOR DELAYED.

As is too frequently the case with government work, or work directed by the government employees, the continual unravelling of red tape during the progress of the work has made it necessary for the Montreal Harbor Board to announce that the new elevator at Montreal will not be finished by August 1 as specified. Work of a value of \$390,021 has been completed to June 15, of which \$379,319 had been paid for.

Broom corn is again booming, brush having advanced from \$85 to \$100 a ton on June 29.

## FARMERS' ELEVATOR COMPANY ASSOCIATIONS.

A meeting of representatives of independent elevator companies doing business in the Fourth Congressional District of Nebraska was held at York on June 11. It is said that twenty-six different companies were represented at the meeting. Some of these seem to have been successfully operated during the last crop season.

The principal speakers at this meeting were Judge Reese of Lincoln and C. Vincent of Omaha, both professional promoters of this class of enterprises. After the public meeting, a directors' executive meeting was held to discuss the interpretation likely to be put on the new (Ramsey) law in Nebraska in the matter of elevator sites on the railway right of way.

The regular elevator men believe the law to be unconstitutional; but the Reese-Vincent directory have concluded to announce their belief that "in towns and cities where the streets and alleys alongside of railroad sidetracks have not been vacated at the request of the railroad companies, in case railroads refused elevators privileges under the new law, the railroads could be compelled to grant elevator sites; but that in cities and towns where

hundred farmers' elevator companies in next six months."

## SOME ILLINOIS DIRECTORS.

To the pictures of new directors of the Illinois Grain Dealers' Association printed in the June number, we are privileged to add two more, whose portraits appear herewith, to wit, J. A. Wesch of the firm of L. B. Chambers & Co., commission merchants in broom corn, and J. A. Wesch & Co., grain dealers, Arcola; and John P. Wrenn, grain dealer, Washington—whose "good looks will carry" them anywhere.

## NEW CROP WHEAT.

The first arrivals of new crop (1903) winter wheat are claimed by the several markets as follows:

Baltimore, June 19.—Two lots of 50 bushels each from Lancaster County, Va.; consigned (1) to S. M. Lyell & Co., sold to Pitt Bros. & Co., at 95c; (2) to A. Lewis & Son, sold to C. P. Blackburn & Co. at 93c. The berry was small, shriveled, good color, garlicky. This first arrival was one day in advance of first arrival of 1902.

Chicago, June 20.—Sample of new Texas wheat was shown by the J. Rosenbaum Grain Company. It was No. 2 red and tested 61 pounds to the bushel.

Cincinnati, June 24.—Sample of Missouri wheat by Gale Bros.; inspected No. 2; sold in St. Louis at \$1.05 to go to Toledo.

Kansas City, June 29.—First car of Kansas wheat; graded No. 2 red, weighing 61 lbs. It was from the Arkansas City Milling Company, Arkansas City, Kans., and was shipped to the Moffat Commission Company.

St. Louis, June 23.—First lot, 60 bags, from Alexander County, Ill.; graded No. 3; sold for \$1.05 per bushel.

Tennessee—Nashville: First car to Neil & Shafner Grain Co., June 19, from Charleston, Mo.; not in good condition—damp and rusty; weighed 56 lbs.; a wagon load of local wheat had come in a few days before. Knoxville: First load to Knoxville City Mills June 24.

Wichita, Kans.—First car of Oklahoma wheat bought in the territory on June 25 by Rowland Commission Co. at 67c; was sent to Galveston for export.

Oklahoma.—Guthrie: First load, June 23; Lawton, June 24; Temple, June 26, being the first car of wheat ever sent out of Comanche County. It was shipped to the Chickasha Milling Co. to Galveston. It was sod wheat, 59 lbs. to bushel and brought 50 cents.

Texas—Fort Worth: First shipment on June 17, by E. G. Rall. The grain was raised in Wise County and tested 61 lbs. Gainesville, June 16.

Richmond, Va.—Simpson, Bass & Co. on June 29 received 80 bushels short berry wheat of the Fultz variety, dry, clean and free from garlic. Sold to Dunlop Mills at 80c.

Toledo—First new No. 2 red wheat here was received on July 6 from Southern Ohio by C. A. King & Co. It was very choice.

Indianapolis, July 3.—First car, from Edwardsport, Ind., one of the best producing sections of the state; condition, "cheaty, shriveled and bleached," weighed 55 lbs., and graded No. 4. This is the poorest report in years on first arrival of wheat at Indianapolis. The grain was very dry, however. The price was not named; it would have brought 76c on contract had it graded No. 2 Red.

Chicago, July 7.—First car of new wheat came from central Illinois; graded No. 3 red, and sold at 78c. The first car last year came on June 2, from Texas, and graded No. 2 red.

The proposal has been rejected by the Baltimore Chamber of Commerce to establish new wheat grades to be known as No. 3 red winter Western and steamer No. 2 red winter Western wheat. These grades were to be the same as No. 3 red winter and steamer No. 2 red winter except that they would be free of garlic. The greatest opposition to the additional grades came from the mixers.

## THE NATIONAL BOARD OF TRADE.

[From an address by Commissioner F. Barry at the annual convention of the National Hay Association at Chicago, June 18.]

While practically every industry and trade in our country has its association, and local organizations are joined together in state, sectional and national bodies, all of which accomplish good results in their particular fields, we have been slow to further extend the practice of this principle by uniting these various organizations into one great national business body, or federation of associations, to deal with questions affecting the country's welfare. The need of such an organization, which may serve as a medium for the concentration of commercial ideas and opinions, has been quite plainly evinced by the recent tendency to form special national associations for the purpose of promoting legislation by congress whenever a question of popular interest arises—such as the National Irrigation Association, the National Pure Food Congress, the National Reciprocity League, the National Sound Money League, and many others, all of which have probably accomplished results within their limited sphere, but with waste of energy and money.

Under present conditions, congress is often fairly overwhelmed with the pressure brought to bear



JOHN P. WRENN, WASHINGTON, ILL.

streets and alleys alongside of sidetracks had been vacated at the request of railroad company for their use, it was a question whether the railroad companies could be compelled to grant elevator sites and privileges."

## AN ILLINOIS MEETING.

The Farmers' Grain Dealers' Association of Illinois, organized at Springfield in April last, held a special meeting at Bloomington on June 25. There were claimed to be 150 delegates present, representing about 100 different local elevator companies. The meeting lasted from 11 o'clock a. m. until nearly midnight, this time being taken up wholly with the discussion of practical questions, such as: "The rights of the grain grower in the markets of the world"; "What margin of profit should be used as a basis for buying grain?" "The benefits of coöperative effort"; "Which is of greater value to the shipper: the commission man or track bidder?" "The farmer in politics"; "Shall we pay the prices of our competitors when they bid up to drive us out of the market?" "The power of coöperative effort"; "What about the storing of grain?" "The troubles of a manager"; "In buying grain is it necessary to take 'truck' and 'rot' at the same price as grain?" "Is the 1/2c paid by stockholders when they sell their grain elsewhere a 'saving' clause?" "Should we not have a national association?" "Why are not all coöperative grain companies in Illinois members of the state association?" "Best methods in an aggressive campaign for the organization of another



J. A. WESCH, ARCOLA, ILL.

by the various commercial associations of the country for and against important measures before it. We do not find this condition with regard to measures affecting the labor interests or the transportation interests. They have learned the practical value of thorough organization, and always approach the national legislature with a clear knowledge and statement of what they want; and they usually get it. Why may not the commercial and manufacturing interests do likewise? It would be pleasing to members of congress; and wonderful results would be accomplished if there might be a single, strong, national organization, capable of speaking for the business interests of our country with regard to the many important subjects with which the Fifty-eighth Congress must deal, in a conservative and authoritative voice and able to furnish prompt and reliable information when needed.

We are striving, and with encouraging results, to make the National Board of Trade such an organization as is needed. The National Hay Association, ever ready to recognize and assist in the cause of organization, has joined hands with us and is one of our most highly valued members. The National Board of Trade is the oldest national commercial organization in this country. Chartered in 1868, it has pursued a long, useful and honorable career. Its membership roster has held the names of one hundred and forty-five of the leading associations of the United States, national, state and local, with headquarters in seventy-nine cities and thirty-six states.

At the time of our last annual convention, a re-

organization of the association was effected, which will greatly add to its future usefulness. An office was established at the national capital, in charge of a commissioner, whose duty it is to keep in close touch with legislative and departmental affairs, especially with the new Department of Commerce and Labor, and, while promoting the objects of the National Board, to keep the membership posted in regard to all matters of interest. A bureau of information is conducted, which is at the service of members, to attend to inquiries which they may desire to make and to act as their agent and representative at Washington as far as may be consistent with the purposes of the organization. A bulletin is published at intervals to advise the members of matters of importance.

### BOTZUM BROS., AKRON.

The elevator of Botzum Bros. at Akron, Ohio, is, as may be inferred from a glance at its front, a general utility house in a city of 50,000 people; and



ELEVATOR OF BOTZUM BROS. AT AKRON, OHIO.

the general scope of the business is indicated by the descriptive sign over the entrance.

The building is substantially built of the best Michigan lumber, and is fitted out with all the modern conveniences in its line. The grinders and elevating machinery are run by a gas engine of modern type.

The capacity of the elevator is about 36,000 bushels.

In addition to the elevator proper, they have storage room for one hundred tons of hay and straw, three cars of flour, several hundred of bushels of ear corn and tons of cement and other goods. They do all their own and considerable custom grinding.

### McNEAR AT SAN DIEGO.

The big crop of wheat in San Diego County, Cal., may in part go abroad via the port of San Diego; and Geo. W. McNear of San Francisco, one of the famous "Big Four," has lately secured control of the greater part of the warehouse room of the county, although these will hold only a fraction of the total estimated crop yield.

Mr. McNear, through his Los Angeles and San Diego agents, has secured control of at least six warehouses at San Diego and of eight or ten more

in towns further north, especially in the Fallbrook and Escondido Valleys. He has also obtained possession of the old cotton platforms formerly used by the Santa Fe, which are being roofed for protection of the grain until it can be loaded on ship-board. The charter list indicates that eight or ten ships will load grain at San Diego for Mr. McNear.

### SEED CONTRACT SCANDAL.

As if the annual distribution of seeds by order of congress were not in itself scandal enough, it now appears that the contractor, A. C. Nellis of New York, has been charged by Secretary of Agriculture Wilson with palming off on the innocent farmer short-weight packages, to say nothing of inferior seeds.

The Secretary had held up about \$18,000 of the money due Mr. Nellis on his contract, which the latter gentleman is now suing for, the total amount of the contract having been \$108,000. The sensational testimony in the case has been furnished by

### SHIPPERS' COMPLAINTS OF RATES.

A complaint has been filed by the Farmers' Elevator Company of Cannon Falls, Minn., against the C., M. & St. P. and C. G. W. roads, alleging the imposition of unjust rates on grain and milling products shipped from Cannon Falls to Chicago, Minneapolis and other points. The rate from Cannon Falls to Chicago and Milwaukee is 15c per 100 lbs., and from Minneapolis to Chicago, 40 miles further, only 7½c. To Minneapolis from Cannon Falls the rate is 7c.; so that it is cheaper to ship to that city and reship to Chicago, etc., than to ship directly to Chicago. It is further alleged that the company is unable to ship grain to an excellent market at Louisville because of alleged unjust and discriminating rates imposed by the defendant roads.

On behalf of John Wickey, another shipper, L. A. Rosing of the Municipal and Commercial League, appealed to the state Railroad and Warehouse Commission to take up his complaint of unfair rates, on the ground that the state Commission's action would give more weight to Mr. Wickey's petition for relief. Mr. Rosing's position is that the state should always stand by the interests of its citizens in such cases. He made the point in his letter that "if a man gets drunk on the streets of Cannon Falls the state of Minnesota, by its legal representative, appears against him. If a transportation company violates the laws, state and national, in regard to discrimination, why should not the state of Minnesota appear against that company in behalf of the ordinary citizen?" The appearance in the case of the Minnesota Commission would be an innovation in practice that does not seem to meet with very hearty official approval.

### MORE RED LETTER TROUBLE.

"Red Letter" (Geo. T.) Sullivan's troubles accumulate. Following the raid upon his Chicago office by the police, and his indictment by the Cook County grand jury, he closed up a number of his branches, including those at Milwaukee and Gibson, Ill. (June 19). On the date also he transferred his St. Louis wire to the Cella Commission Company, a St. Louis concern.

Three days later, June 22, Mr. Sullivan was expelled from the Chicago Open Board, concerning which action President A. A. Howard said: "We have no room here for the bucket shopping element and wherever we can locate such men we are going to let them go. The charge against Mr. Sullivan was 'uncommercial conduct.' He can no longer do business on this board, even indirectly."

Then the creditors began rushing into Chicago—farmers with sporting instincts who have no "confidence in those Board of Trade fellows," but who always seek out some sympathetic commission man when they get into a hole dug by themselves. It has been estimated that claims aggregating half a million dollars might be dug up if there were any expectation of liquidation. As reported in and about the Board of Trade building, it appears that investors of Biggsville, Ill., want \$2,000; Detroit, \$1,600; Des Moines, \$2,000; Toledo, \$1,700; Manlius, Ill., \$1,500; South Bend, Ind., from \$5,000 to \$7,000; South Chicago, \$2,500; two branch offices in Chicago, in which women were the customers, about \$6,000, the Chicago total being estimated at approximately \$200,000. St. Louis people also have some claims. Only a fraction have been sued on, however.

On June 30 Mr. Sullivan was arrested on complaint of P. A. Seeley, one of his New Jersey patrons, who for himself and associates demands \$2,000 in settlement of claims. Justice Prindiville, however, threw this case out of court for want of sufficient evidence. On July 1 Lawrence Smith of Eagle Point, Ia., began suit against him in the Superior Court to force a settlement, and on July 6 Emil Smirz had Mr. Sullivan arrested on a charge of larceny as bailee of \$115, money given him for investment. The postoffice officials on July 1 also concluded to look into Mr. Sullivan's operations.

an affidavit by Chas. Kingsley of Falls Church, Va., Mr. Nellis's foreman on the work of preparing the seeds for the mails.

The government contends that the distributing machines used by Mr. Nellis failed to do satisfactory work, and caused serious delay in the annual distribution, and a great rush of work subsequently made it impossible for the government inspectors to see all that was being done.

Kingsley, in his affidavit, says that no record books were kept showing the amount of seeds received in bulk; that he had suggested the keeping of such books, but that Mr. Nellis said he did not want them kept. Mr. Kingsley says that these books were kept under former seed distributions. He charges that a great portion of the seeds was put up in light-weight packages; that Mr. Nellis instructed him to notify the employes engaged in putting up this seed to let the weights run light, and that he knows that these instructions were followed. Mr. Kingsley also charges that Mr. Nellis told him that he did not know how many seeds he had sent out; that beet seeds were put up at the rate of eighty packages to the pound, though the contract called for sixty-four packages to the pound; that spinach seed costing 6c per pound was labeled "best seed," costing 16c per pound; and so on.

## A TEXAS TRANSPORTATION CONTROVERSY.

In the controversy between the Texas Railway Commission, on the one side, and the J. Rosenbaum Grain Company and the Rock Island System, on the other, over the matter of a grain carrying contract between the J. Rosenbaum Grain Company and the C., R.-I. & Texas R. R. Co., the grain company on June 23 secured a temporary injunction from Judge Meek of the United States court at Fort Worth, restraining the Texas Railway Commission from enforcing its order to the C. R.-I. & T. R. R. Co. to cancel a certain contract with the Rosenbaum Company.

The contract in question involves the cleaning-in-transit privilege, although that is only one feature of the case. A brief statement of the case is substantially as follows: The Texas Railway Commission, in its efforts to favor the people of that state, has prescribed a more favorable basis of rates on local than is charged on interstate shipments of grain. The C., R.-I. & T. R. R. Co. made a contract with the J. Rosenbaum Grain Company at Fort Worth, whereby grain coming from outside the state was taken into the elevator at the proportional rate on export shipments. This practice gave opportunity for manipulation. The grain which was brought from outside the state could be shipped by the J. Rosenbaum Grain Company operating the elevator to local Texas points on the basis of Texas grain rates, and afterwards, when opportunity offered, Texas grain could be shipped in its stead from the elevator for export on the proportion of the through rate. The Texas commission objected to the existence of such an agreement, and filed an order requiring the railroad to cancel all special grain transportation contracts with all grain and commission firms. The road in question is prevented by the terms of its charter from contesting any rule or order of the Railroad Commission, but an application for an injunction was made by the J. Rosenbaum Grain Company to restrain the commission from enforcing its order, which was granted.

Judge Meek holds, (1) that the "proportional tariffs," so far as this action is concerned, "are shown to be tariffs applying wholly to interstate business and only to affect commerce between the states," and are subject to the regulation of the Interstate Commerce Commission and not to those of the Texas Railway Commission; and, moreover, that were the contract in question cancelled, the Grain Company would not be able to comply with its contracts for the purchase and sale of grain, and the usefulness of its elevator at Fort Worth would be destroyed.

(2) That the order of the Texas Railway Commission to the Rock Island Railroad to stop granting the cleaning-on-transit privilege to export grain, but to deliver such grain to its connections with unbroken car seals, is an invasion of the rights of the Grain Company to exercise such privilege under the regulation of the Commerce Commission, and that it would destroy the usefulness of its elevator aforesaid, and is therefore void.

(3) That the order of the Texas Railway Commission to the C., R.-I. & T. R. R. Co. to cancel any and all contracts with the J. Rosenbaum Grain Co. whereby the Railroad Company undertakes to pay to said Grain Company any sum of money for any purpose whatever, referring to a contract for payments of money for transfer services rendered by the elevator at Fort Worth, is an interference with interstate commerce, as well as an attempt "to wipe out of existence a contract between citizens, which, under the allegations of the complainant's bill, is a fair and legitimate one."

The other points of the opinion have reference to the requirements of the Texas Railway Commission that the railroad shall comply under penalty with the Commission's orders by June 10, 1903; and discusses questions of practice and the merits of state law, and not essential to the general merits of the case in the public view.

The decision brought the controversy and the question whether the contract of the Rock Island

System with the J. Rosenbaum Grain Company amounts to a rebate, "up to" the Interstate Commerce Commission; and that body announced on July 4 that it would call a hearing of the case at Fort Worth on July 20. Grain dealers at Fort Worth were accordingly notified to appear before the Commission to testify to the rates and methods of handling grain shipments for export from Missouri, Kansas, Nebraska, Oklahoma and Indian Territory to points in Texas. The Rock Island officials claim the rate for the J. Rosenbaum Grain Company is no lower than those guaranteed shippers by other railroads, and that if the Rock Island is compelled to obey the order of the Texas Railroad Commission it would not only force the Rosenbaum Company out of the grain business in Texas, but would make the road unable to compete for that class of business.

FROM THE MILLERS' AND DEALERS' POINT OF VIEW.

Apropos this injunction, which is temporary only and will be finally heard as to its permanency in November next by the United States District Court, the Texas Railroad Commission has made public the testimony of Frank Kell, taken by Commissioner Colquitt at Gainesville. His testimony, if an accurate statement of exciting facts, shows how the manipulation complained of by the Texas Railroad Commission took place and what advantages to the Rosenbaum Grain Company resulted therefrom. It also appears from Mr. Kell's testimony that Richardson & Co. on the Santa Fe system must have substantially the same advantage as the Rosenbaum Company has on the Rock Island System, the witness having testified that by asking for competitive bids from both he had secured practically the same quotations from each, although the published tariff would show that Richardson & Co. paid a 26-cent rate, if they paid the flat local into Gainesville, while the same testimony would show that the Rosenbaum Company paid only 9.14 cents.

As to the modus operandi Mr. Kell said: "It would be possible under transit privileges for wheat to be shipped to Gainesville and the flat rate actually paid and the wheat delivered out to the Texas mills and the elevator emptied and the billing carried in stock. Later in the season tonnage from the Texas crop could be accumulated and offered back to the Santa Fe road for export, and the difference between the export rate from point of origin to Galveston and the sum of locals in and out of Gainesville would be due to be refunded. This would amount to nine cents per cwt. taking the origin at Kansas City and the destination at Galveston. This condition is obviated and most of the shippers in Texas would be prevented from the application of such a transit arrangement as this by the interstate checkers, whose duty it is to take an inventory at all transit stations of all the unapplied billing held in stock, take measurements of the elevators ascertaining the actual number of bushels of tonnage unapplied and canceling out such excess as may be held. Any elevator company refusing to permit such inspection is usually punished by all of its transit privileges being canceled. This is our experience for this season. We have been checked up by the interstate checker, a complete inventory of our billing on hand was ascertained and what billing we had in excess of our tonnage on hand was canceled and can not now be used. Should Richardson & Co. not be checked up and its billing not canceled out, I and other dealers competitive, whose billing was canceled out, it would give them an advantage of the difference between the sums of the locals and the export rate, or nine cents per cwt. This difference of nine cents per 100 pounds would be sufficient advantage to put the grain business in the hands of such parties enjoying such privileges."

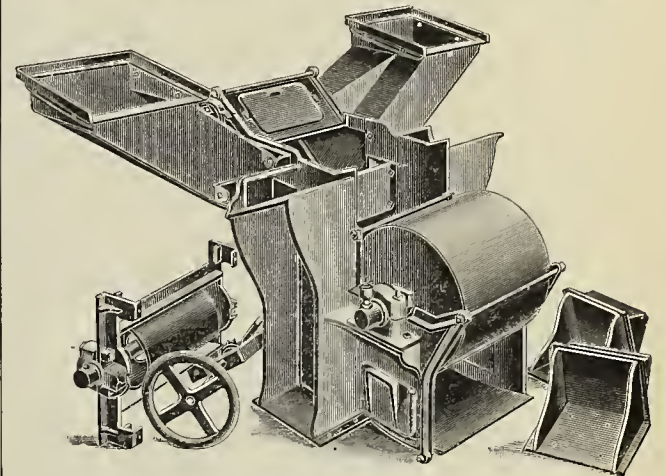
The California wheat and barley fields have suffered the usual serious losses from fire this season. At Union Island, 20 miles from Stockton, barley to the value of \$150,000, was destroyed on July 2; at Davisville on the same day more than 6,000 acres of wheat were burned over; while from various points lesser fires, more or less costly, are reported.

## THE NEW HALL UNCHOKABLE ELEVATOR BOOT.

Chokes in elevator boots are so annoying and expensive that any device which gives assurance that a choke cannot occur should merit careful attention and will undoubtedly receive it from every elevator operator. Such a device is now presented to the trade by the well known Hall Distributor Company of Omaha, Nebr., whose name is familiar to elevator operators as manufacturers of popular and successful grain distributors. Their success in that department of elevator machinery gives added interest to the new Unchokable Elevator Boot illustrated below.

The principles upon which the boot is constructed have that remarkable simplicity which characterizes so many useful inventions. The boot has no movable working parts; yet it is automatic in its operation, which is governed wholly by the natural movement of grain to the buckets. And this movement of the grain is controlled without the use of gates or valves to impede its free movement; nevertheless, by the unique construction of the boot, while every cup is filled to overflowing (in order to assure full elevating capacity), no more can be carried up by the cups than is contained in them after the overflow is spilled, and no more can be admitted to the boot than is displaced by the cups.

The principle governing this action is this, that the surplus grain not needed to fill the cups is



HALL UNCHOKABLE ELEVATOR BOOT.

spilled into a pocket, where it chokes the inflow to the boot from the bin. It regulates this inflow to the exact requirement of each cup to a kernel. No grain can be admitted to the boot until every kernel of the overflow from the ascending cups is first returned to the succeeding cups. Then just enough more grain to supply the deficiency is admitted to the boot from the bin. This sounds like a paradox; yet in this device, as soon as the cups are filled and started, loaded, on the perpendicular ascent and have travelled a distance of five inches, all the surplus grain is instantly released and immediately drops to the position required, and every kernel so dropped must be taken care of by the following ascending cups before another kernel can inflow from the bins.

There is not a moving part in the whole regulating device. It is a complete triumph of simplicity. Even the pulley in the boot is stationary—simply revolving, and the belt is kept at uniform tightness by automatic action of an auxiliary tightening pulley in the back leg. This idea of having the boot pulley stationary, always in the same relative position to the inflowing grain, is based on scientific lines. Uniformity of action is utterly impossible with a changing position of the boot pulley.

The boot pulley in this device also has closed ends, thereby preventing grain from attaching to it or getting inside the rim to be carried around at each revolution, manufacturing a cloud of dust, as is usual with other boot pulleys. The tightener in the back leg has take-up rods leading to the working floor, and the boxes are dust proof, with ball and socket bearing.

Taken altogether this would seem to be a remarkable invention and quite worth one's investigation. The Hall Distributor Company, Omaha, Nebr., will send circular C, more fully describing this boot to all who will apply for it.

**J. L. NORRIS.**

J. L. Norris has been engaged in the grain, bean, seed and hay business at Casnovia, Mich., for a number of years; but prior to January, 1898, he owned but a half interest in the firm with which he was connected. At the date named, however, he acquired by purchase the remaining half interest, and has since operated in his own name exclusively. Since then, in addition to the natural growth of the business, Mr. Norris' personal popularity has been instrumental in annually increasing the volume of business transacted.

The elevator shown in the accompanying engraving, which is located adjoining the tracks of the Pere Marquette Railroad, is equipped with a 5-horsepower gasoline engine, and handles small grain, clover seed and beans. The buildings have a total storage capacity of 16,000 to 17,000 bushels.

In May of the current year, however, a receiving cleaner and other items of machinery were installed, making the elevator in all respects an up-to-date plant.

retary, and the following executive committee: C. Knox, Belle Plaine; C. M. Woodell, Nickerson; W. C. Clark, Sawyer; S. P. Carter, Wellington, and W. A. Miller, Anthony.

**W. A. H. GRANT.**

It has been impossible at this distance to take a snap-shot of the camera at Mr. W. A. H. Grant of Olneyville (Providence), president of the new Rhode Island Hay and Grain Dealers' Association, and unfortunately Mr. Grant himself has not posed for the photographer in recent years. It is found, however, by diligent enquiry that Mr. Grant is a native of Providence, R. I., and was educated in the public schools of that city. When the Civil War began he enlisted in the 10th Regiment, R. I. V., in 1862, while a pupil in the high school; and after his term of service expired, he became a partner with his father, Henry T. Grant, in the manufacture and wholesaling of cigars and leaf tobacco, which partnership terminated in the latter part of 1865. He then became interested in the manu-

Pennsylvania. Among the other offices which he has held are some in the Masonic fraternity.

As president of the newly formed Rhode Island Hay and Grain Dealers' Association, which promises much for the dealers in the way of extended information of various lines of trade, and which is composed of all the more prominent concerns doing business in that state, he will insure for it the confidence and respect of the public who have looked to him as a conscientious and upright leader in other public organizations of a beneficial character.

**ANOTHER "BUST" ?**

The arrival in St. Louis on July 1 of an attorney from Los Angeles, Cal., claiming to represent various creditors of the Thos. A. Cleage Commission Company with claims aggregating \$140,000, suggests that the St. Louis blind pool in July wheat went the way of the blind pool in last December corn. According to the newspaper reporters Mr. Cleage then made at least a keg of money, but



ELEVATOR BUILDING OF J. L. NORRIS AT CASNOVIA, MICHIGAN.

Mr. Norris also handles hay extensively, that business having so much increased, that last year he built a new house 24x100 feet in size with 12-foot posts, for storing hay. This building has a frost-proof basement the full size of building which he is using for potato storage. Its capacity is 10,000 to 12,000 bushels.

**MILLERS, GRAIN BUYERS AND FARMERS OF KANSAS.**

Quite a large meeting of grain buyers, millers and farmers was held at Wichita, Kans., on June 12 to take action to secure a reduction of railroad rates on grain and grain products on the roads of that state. The meeting was called to order by E. J. Smiley of the state Grain Dealers' Association.

The chief speaker of the occasion was M. H. Herzer of Wichita and after him Mr. Smiley read a letter from Hubert Hackney, a leading miller of Topeka, both of whom elaborated upon the system of rate-making in Kansas, which makes the grain grower of that state pay 7 cents per hundred more to get his grain to the state line than it would if he paid rates proportional to those from Kansas City to St. Louis, Chicago or the Gulf.

The meeting resulted in the organization of a Kansas Freight Rate Association with J. E. Howard of Wichita, president; Dan Heenan of Wichita, sec-

retary, and the following executive committee: C. Knox, Belle Plaine; C. M. Woodell, Nickerson; W. C. Clark, Sawyer; S. P. Carter, Wellington, and W. A. Miller, Anthony.

During his fourteen years of life in that beautiful New England village, he married Sarah E. Marsh and became part owner of the mill and of the village called Columbian, in 1876. In 1879 he moved to Providence with his family and began the manufacture of fancy dress goods in Olneyville, a suburb of the city devoted entirely to manufacturing interests. In 1887, however, he disposed of his mill property and bought a coal and wood yard in Olneyville, where he has since been located, and where he now handles hay, straw, building material, etc.

Mr. Grant has been president of the Olneyville Business Men's Association and its treasurer for ten years. He is now president of the Olneyville Free Library, on whose board he was trustee for ten years previously. He has furthermore represented his ward of Providence in the state legislature as Republican representative for two consecutive terms, with a holdover for eight months more. He is also a member of the Chamber of Commerce of Providence.

As a member of the G. A. R. he has held such positions as Commander of his Post, Major on Department Commander's staff and Colonel on the staff of Commander-in-Chief J. P. S. Gobin of

the members of the pool complained of getting no dividends.

St. Louis attorneys prior to July 1 also had been getting claims against the Cleage company for collection. One firm alone was retained to collect \$200,000 for California plungers, not to mention anxious enquiries from Ohio and Wisconsin and even Ohio, where the "stone bruises" of the December deal would seem to have been forgotten by petty investors with the get-rich-quick fever.

During the last week of June Cleage, dubbed the "latest rival" (?) of Armour, was said to be "in absolute control of the July wheat market," but had "no disposition to squeeze any one," he generously confessed; giving warning at the same time, however, on June 25, that "I believe that wheat will sell at a dollar a bushel before the end of the week, without any manipulation whatever on my part."

Armour was surely in a "bad fix," the newspaper men said; but before the week was out wheat had declined 10c, and when July came in the market had collapsed, leaving Wm. C. Lamping & Co., representing Cleage, in such shape that they were compelled to announce their inability to meet all of their margins. At once, however, the brokers representing about one-third of the Lamping contracts involved formed a pool and agreed to settle with Lamping on a basis of 75½ cents for July

and 74 cents for September wheat, and 48 cents for July and 49 cents for September corn. The closing prices were 76 $\frac{7}{8}$  and 74 $\frac{3}{4}$  cents for wheat and 48 and 49 $\frac{1}{2}$  cents for corn. The pool also took care of Lamping's other margins. Cleage denied any responsibility for the suspension of Lamping & Co., so the question is, Who was "busted"—Lamping of the "B. P."?

### T. W. COOK.

Among the many station managers employed by the Omaha Elevator Co. (Pv. System) in Nebraska, few can claim more years of service than T. W. Cook, manager at Scotia, Greeley County, whose record with the company covers eleven successive



T. W. COOK, SCOTIA, NEBR.

years. This fine record is ample evidence of Mr. Cook's abilities as a grain buyer and of his faithfulness as an employee—not unique, perhaps, but unusual in these days, when men are too restless to remain long in one place.

### BROOM CORN BUREAU.

The broom corn growers of Kansas maintain a bureau of information with A. B. Olson of Savonburg as secretary. "The scope and purpose of the Bureau," writes the secretary to the Kansas Farmer, "is to promote the culture and marketing of broom corn by furnishing to its members any information possible to obtain on the following topics: culture, acreage, number of tons harvested, sold, unsold; existing prices compared with those of the past; effect of insects on and condition of growing crops; how, when and to whom to market broom corn to best advantage at best prices; to discourage any trickery in the baling, and on any other topics pertaining to broom corn.

"The Bureau is not a secret organization, but should any member disclose to any one not a member the substance of the information we furnish him and marked private he will be dropped. We believe that to him who pays the fiddler belongs the dance. We do not expect to limit our work to this county or state, but are gradually expanding by establishing branch bureaus in any and all broom-corn growing districts.

The bureau is maintained at a net cost to members of 5 cents per bale, payable as follows: 5 cents per acre on all growing broom corn, and when harvested and in bale 5 cents per bale less the sum paid per acre. By the system of reporting adopted "the Bureau is able at any time," says the secretary, "to give our members as true a forecast of what the future has in store for the broom-corn grower as anyone, at least, we believe so, and our present members will corroborate me in this statement."

### WAREHOUSE MEN AND THE BANKRUPTCY ACT.

The failure of Eppinger & Co. at San Francisco on June 6 is not only complete, but was accompanied by some ugly features. The losses will approximate \$1,375,000, with assets fairly \$650,000, including 20,000 acres of land worth \$400,000, on which the London, Paris and American Bank holds mortgages; and while 27,000 tons of wheat are represented by warehouse receipts hypothecated, only about 5,000 tons are in sight at the Port Costa warehouse held on replevin writs for claims by the Nevada National and American Banks and the Bank of Monterey.

The first difficulty the receiver, Henry Wadsworth, encountered, after his appointment on June 10, was to obtain possession of the warehouse books, held by Herman Eppinger, president of the Pacific Coast Warehouse Company, and Joshua Eppinger, its secretary. The firm's books were all found to be in bad condition, not having been balanced for several years. The next step was to prevent the movement of the late firm's grain at Port Costa by banking houses holding the warehouse receipts, which precipitated lawsuits in conflict with the bankruptcy proceedings begun by the Anglo-American Bank and others on June 10. Subsequently all suits were transferred to the United States Circuit Court.

In the meantime, the grand jury has begun the investigation of the condition of the late firm's warehouses and its methods of doing business there. Although large amounts of wheat should be in store, to make good hypothecated warehouse receipts, most of the houses are empty.

#### ORIGINAL RULING IN BANKRUPTCY PROCEEDINGS.

The most interesting feature of the proceedings to the grain trade in general is, however, Judge J. J. DeHaven's ruling on the point raised by the Eppingers' attorney that "the national bankruptcy act cannot be used to throw a warehouse company into involuntary bankruptcy," this being the first time this question has been passed upon by any American court.

In a word, Judge DeHaven decided that "the business of a warehouseman is not a trading or mercantile pursuit within the meaning of the bankruptcy act." The Eppingers might, however, be adjudged bankrupts as merchants engaged in the buying and selling of grain, but not as warehousemen. The text of the decision is substantially as follows:

The question for decision arises upon the petition of certain creditors of the Pacific Coast Warehouse Company to have that corporation adjudged bankrupt and the demurrer of the defendant thereto.

The averments of the petition clearly show that the business of the defendant corporation is that of conducting a public warehouse; and the question raised by the demurrer is whether such a business is a trading or mercantile pursuit, within the meaning of subdivision "B" of section 4 of the bankruptcy act of 1898, which provides that "any corporation engaged principally in manufacturing, trading, printing, publishing, mining or mercantile pursuits \* \* \* may be judged an involuntary bankrupt."

The words "trader" and "mercantile pursuits" have a well-defined meaning in law and there is no better statement of the sense in which these words are used in the bankruptcy act than the following, quoted from the opinion of Judge Brown of the Southern District of New York:

"In Bouvier's Law Dictionary a trader is defined as 'one who makes it his business to buy merchandise as goods and chattels and to sell the same for the sole purpose of making a profit.' Black's Law Dictionary says: 'One whose business is to buy and sell merchandise or any class of goods, deriving a profit from his dealings,' and the weight of authority seems to be that the proper description of the business of a trader includes both buying and selling, either goods or merchandise, or other goods ordinarily the subject of traffic. Per Lord Ellenborough in *Sutton vs. Weeley*, 7 East, 442; *Thompson C. J. in Wakeman v. Hoyt*, 28 Fed. Cases, 447; *In re Smith*, 2 Law, 69; 22 Fed. Cases, 395; *Love vs. Love*, 15 Fed. Cases, 999.

"The words 'mercantile pursuits' may have a little broader significance than 'trading.' 'Mercantile,' as defined by the Century Dictionary, is 'having to do with trade or commerce, or pertaining to merchants, or the traffic carried on by merchants; trading, commercial.' It signifies for the most part the same thing as the word 'trading,' and by 'mercantile pursuits' is meant the buying and selling of goods or merchandise or dealing in the purchase and sale of commodities and that too not occasionally or incidentally, but habitually as a business. \* \* \*

"These terms are restricted also to dealing in merchandise, goods or chattels, the ordinary subjects of commerce, so that a railroad contractor, or a speculator in stocks, or as a broker, is not deemed a trader or merchant. \* \* \*

[The court cited many decisions affecting the New York and Westchester Water Company, the Cameron Town Mutual Fire, Lightning and Windstorm Insurance Company, the Tontine Surety Company, the Philadelphia and Lewes Transportation Company, the Surety Guarantee and Trust Company and others; and then continued:]

In view of the foregoing decisions, which I regard as sound, my conclusion is that the business of a warehouseman is not a "trading" or mercantile pursuit within the meaning of the bankruptcy act.

The fact that when grain is stored with it the defendant issues to the owner a warehouse receipt, which, when negotiated, operates as a transfer of the title to the grain therein described, does not make the business of defendant that of a trader or merchant.

In the negotiation of the warehouse receipt it is the owner of the grain who thereby sells and transfers the title to his grain and not the defendant. The defendant, as warehouseman, is simply the bailee of the grain which is stored with it, and as such bailee has no authority to sell the grain which is placed with it for storage.

Whether Congress wisely excluded corporations engaged in business like that of the defendant from the operation of the bankruptcy act is not for the court to determine. The statute is a valid exercise of the power granted by the constitution to Congress to establish "uniform laws upon the subject of bankruptcy throughout the United States"; and it is not for the courts to vindicate or question the wisdom of laws which it is their duty to administer. The demurrer to the petition is sustained and the petitioners will be allowed two days within which to amend their petition, if so desired. The order therefore made requiring Joshua Eppinger and Herman Eppinger to show cause why they should not be punished for contempt [for not producing the company's books] is vacated.

### S. B. FRITZ.

Among the men who have been doing the work of building up northwestern Iowa is S. B. Fritz, senior member of the firm of S. B. & C. M. Fritz, who not only deal in grain, hay and live stock, but



S. B. FRITZ, POCAHONTAS, IA.

also do a large business in general merchandise. Their elevator is located on the Rock Island System at Pocahontas.

Mr. Fritz is a native of Owen county, Indiana. He removed to Iowa in 1870, and has been engaged in a grain business since 1885.

### DAMAGED GRAIN SOLD.

A large part of the grain damaged by the Kansas City flood has been sold at Peoria and Chicago, it having been moved on an emergency rate of 7c per 100 lbs. The corn at Peoria brought as much as 30 cents, but the wheat at Chicago brought only 8 to 16c. In some few cases the corn had begun to ferment before reaching Peoria stills and was a net loss.

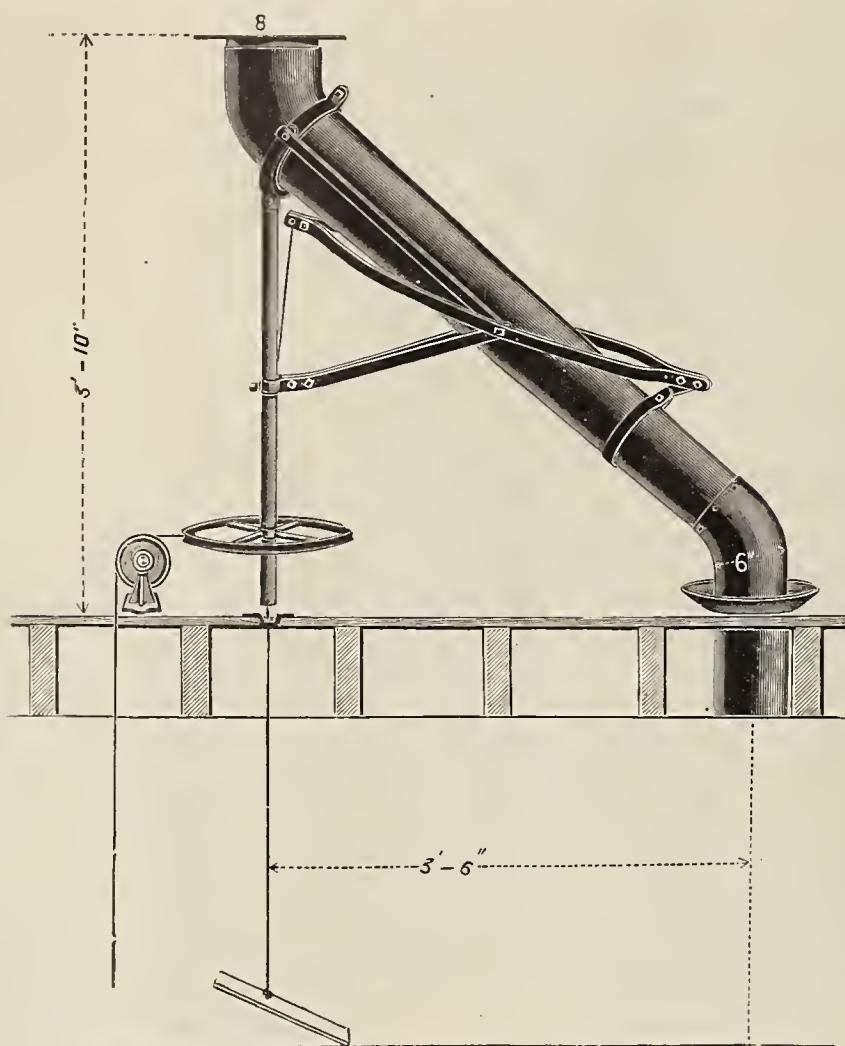
The remote effects of the New York and New England drought should mean a larger demand there for Western grain, and some Eastern farmers are already buying supplies of corn and oats, these grains being good keepers, and, in the opinion of the buyers, likely to advance rather than decline.

## THE FLOUR CITY DISTRIBUTING SPOUT.

Specialties for grain elevators combine to give improved service to the elevator operator, and by lessening leakages and shortages keep the tendency toward the right side of the balance sheet when the end of the year rolls around.

The Flour City Improved Distributing Spout, illustrated herewith, is manufactured by the Pond & Hasey Company of Minneapolis, Minn., and is one of the later specialties to be presented to the grain trade for consideration. The points of special interest which the manufacturers claim for it is its adaptability for its required work and the fact that it can be depended upon for doing its work well until it is wholly worn out, which occurs only after a long period of usefulness.

The cut shows the spout funnel as in actual use and the position of the lifting apparatus and foot lever on the working floor. When the foot lever is depressed, the upper lever is simultaneously depressed and the spout lifted clear of the funnel.



THE FLOUR CITY DISTRIBUTING SPOUT.

In the lifting device there is thus no friction between the lifting device and the spout.

The spout itself is made of heavy sheet steel and has cast iron elbows at both ends. The lower elbow fits snugly into the funnel, preventing all overflow and mixing. When the spout wears through a new spout can be easily put in place without disturbing the lifting device.

## THE NEW BARTLETT-FRAZIER.

The old firm of Bartlett, Frazier & Co. was succeeded on July 1 by the firm of Bartlett, Frazier & Carrington, composed of Wm. H. Bartlett, Frank P. Frazier, Chas. B. Pierce, W. T. Carrington, Geo. W. Patten, James A. Patten, Henry J. Patten and John P. Grier.

An announcement to this effect was made in June; but there was a "hitch" in the settlements of the old Bartlett-Frazier partnership, the retiring partners, Homer H. Peters and Herbert E. Rycroft, claiming \$125,000 each as the value of their interests in the "good will" of the firm. The senior partners claimed that the courts had decided, which is true, that the good will of a commission house is not a tangible asset, to which a money value can be attached.

An amicable settlement was arrived at, however;

but the terms, beyond payments for all tangible assets, are not published. The future plans of the retiring partners are not announced.

## WHAT THE NATIONAL ASSOCIATION HAS DONE.

[From an address by Sec'y G. A. Stibbens at the annual meeting of the Illinois Grain Dealers' Association at Decatur, June 5, 1903.]

The National Association has created and put into practical working one great, fundamental principle that has done more than all other things combined toward reducing to a minimum the expense of adjusting trade differences and which is proving to be a great boon to the trade, and that principle is arbitration. Our plan of arbitration is continually gaining friends, and is resorted to by the best people in the trade. All fair-minded people take advantage of it, rather than resort to the uncertainties of courts and juries. A great many differences submitted to the National during the past year have been adjusted by the secretary satis-

methods for fear the combined strength of the many grain organizations will throw the searchlight of public scrutiny upon any and all markets that refuse to adopt perfect weighing systems.

The National Association has also turned its attention to railway yards in terminal markets, where grain is stored without having proper police protection, and it has been instrumental in having cars of grain properly watched in a great many storage yards; but some roads refuse to spend a few paltry dollars to protect the grain of the country shipper, and some roads, rather than pay a watchman, shift the grain to other yards to avoid having it seen by representatives of this organization, believing they can avoid the expense of watching certain yards by resorting to sharp practices; but on account of the vigilance of this organization the names of the unprotected yards are being secured and will be fully reported at our annual meeting in October, so that the shipping public may know what railroads are neglecting to protect property placed in their care. In order to free the trade from certain abuses, the time has come to give all possible publicity to every existing evil that infests the trade, and the name of every terminal railway yard that does not properly protect the grain entrusted to their care will be given to the public.

The great evils to the trade are short weights, bad inspection, unprotected railroad yards, and delay in transit. In order to have these eliminated, this organization intends to throw the full light of public indignation upon them, until sentiment will become so aroused as to eternally eradicate the troubles spoken of. No one organization, single handed, is able to cope with the abuses of the trade, but banded together, as we are to-day, the wrongs of the suffering public are beginning to be remedied; and with the present organizations and those being formed in states where none have existed we are placed in position from this time forward to make our strength felt.

Receivers should belong to but one organization, and that should be the National Association, because if the support and strength of the commission people are scattered among several associations you simply cripple the National Association by withholding the support that properly belongs to it. The state associations are organized and conducted purely from a country grain standpoint; therefore it is proper and right for the receivers to be members of an association which is interstate and national in character. There are numerous other reasons why the receivers should only be members of the National, but those previously mentioned should suffice.

A great many more reforms could be brought about by the National if it had more funds, but it cannot broaden its field of work until it has sufficient revenue; and in order to do this the dues of the members of the state associations to the National Association should be made two dollars per year instead of one dollar as it is now; and I do not believe it would be a burden to the members of the state organizations. When you think of the benefits derived from the combined strength of the various associations, and consider that it is only costing each one of you from \$10 to \$12 per year, I ask you in all candor would it be any hardship on you to pay one extra dollar each year to the support of the National Association? Can you contemplate or comprehend the condition the grain trade would be in if all the organizations would cease to exist to-morrow? I think not.

Past experience should teach you that it is the associations that have made it possible for the country dealers to remain in business for the past few years; therefore it is very important that this work should not stand still, and that you shall not believe we have achieved a state of perfection. Far from it; this work is only in its infancy, and must be handled from this time forward by men of wisdom.

The annual outing excursion of the Commission Merchants and Grain Dealers' Association of St. Louis was held on June 20 at Montesano Park.

factorily without going to the arbitration committee.

The trade rules adopted by the National Association are meeting with universal approval by the trade; and we have frequent inquiries from shippers and receivers, asking how the National rules define certain terms. The question of having all affiliated associations adopt the National trade rules has been taken up with the various organizations, and we fully expect they will be universally adopted.

A few of the state organizations have not provided for the right of appeal to the National Association in arbitration cases, but the matter is fast becoming popular, and it is only a question of a very short time until a uniform system of arbitration will be in vogue throughout the country. It is of the utmost importance that every affiliated state association adopt arbitration rules in conformity with those of the National. The fact that a state association does not permit an appeal to the National Association would indicate to the receivers that state arbitration was purely in the interest of the country shippers.

The National Association has waged war on short weights at terminal markets, and the different exchanges of the country are now adopting up-to-date

## FORMATION OF THE MICHIGAN GRAIN DEALERS' ASSOCIATION.

A large number of Michigan Grain Dealers met at Battle Creek, Mich., on June 25 for the purpose of considering the advisability of following the lead of adjacent states and forming a state grain dealers' association. The meeting was held pursuant to a call by Geo. A. Stibbens, secretary of the Grain Dealers' National Association, and resulted in the formation of the Michigan Grain Dealers' Association, with the following officers: President, T. W. Swift, Battle Creek; vice-president, Wm. Reardon, Midland; directors, W. H. Vaughan, Caro; W. J. Orr, Bayport; F. C. Baluss, Blissfield; A. E. Lawrence, Mulliken; F. A. Voigt, Grand Rapids; Isaac Grant, Reed City.

The meeting was called to order at 2:30 p. m. in the gymnasium of the Y. M. C. A. building. O. E. Packard of Charlotte, was elected temporary chairman and L. Fred Peabody of Grand Rapids, temporary secretary.

An address of welcome was delivered by T. W. Swift of Battle Creek, as follows:

It certainly gives me great satisfaction and pleasure to assume to welcome to our city a body of gentlemen with whom I have been closely associated in a business way during the better part of my life. It is indeed gratifying to see my Michigan friends in the grain business assembling for the purpose of forming a much-needed organization. Your choice of a place of meeting has been well made. Our city is always glad to welcome men of individual worth and character and of business enterprise. Its population has increased so much during the past few years, and newcomers have added so materially to its up-building, that the value of the good will of people living outside of its border is fully appreciated; therefore, I say to you, in behalf of the grain dealers of the city of Battle Creek, and in behalf of its people generally, that we are pleased that the first meeting of the grain dealers of the state of Michigan should be held here; and we trust that while you are with us our treatment may be such that you will carry away with you a friendly feeling toward us and a continued interest in our city.

Addresses of welcome usually are largely made up of praises for the town in which the convention or assembly is being held, with but very little of so-called "Welcome." I wish that it were within my power to make you fully understand how much we appreciate your coming to our city, and that whatever may be the outward expression, our hearts are in the right place; and we are glad to have you here, and sincerely hope that this your first meeting may be successful and be the means of inaugurating a new era in the affairs of the grain dealers of this state.

On the other hand, I would not have you feel for a moment that our city is not one of which we can be justly proud. The ordinary resident of Battle Creek is loyal to the backbone, and is quick to resent anything derogatory of her name uttered in his presence. We believe that we have here the best little city of 30,000 population in the country and that it is excelled by none in business push and enterprise and in the reaching-out for a secure position in the commercial world. Some have said that our industries are not of a permanent nature; but I am confident that, after such careful examination as I hope you will make, you will find that our manufacturing and commercial enterprises, taken as a whole, are of an especially strong and permanent character; that they are concerns whose scope of influence has not reached its limit, but, on the contrary, whose possibilities for the future are especially bright.

But the thing in which we take the most pride is the character of our people. There is no foreign population in Battle Creek. It is a city of homes. The employees of our shops and factories, thanks to the prosperous condition of our various industries, are paid good wages—wages high enough so that the children of such employees can be given a good education, so that the family may be well housed, well clothed and well fed. All this has brought about such a condition of things that you will find in the average home of our city an exceptional degree of refinement.

Whatever we may have, whether it be much or little, and our limitations are many, we desire to humbly place at your disposal to the end that your stay in our midst may be profitable and pleasant. I trust that your deliberations here may be such as to cause you no regret that you came to the Queen City of Michigan to hold your first convention.

A paper on the "Benefits of a Grain Dealers' Association," prepared by H. S. Grimes, vice-president of the Grain Dealers' National Association, was read by Secretary Geo. A. Stibbens.

An address was made by H. A. Foss, chief weighmaster of the Chicago Board of Trade as follows:

A doctor is sometimes called a modern oracle; probably because we swallow all he tells us to. If you will bear with me for a few minutes, I will try and give you something which, while not oracular, I hope will not hurt you to swallow and which, if you do swallow it, may do you good.

It is the proper function of such an officer as a

board of trade weighmaster to secure justice and equity between grain shippers, the lines of transportation and the receivers of grain.

Most of the discrepancies and the ill feeling therefrom resultant, are due to three causes: First, variation in weights given by unreliable and ill-cared-for scales; second, the waste that comes from careless loading; third, from unserviceable and decrepit cars.

In Chicago we use every possible care to see that all cars are correctly weighed, whether received or shipped. We have from one to three deputy weighmen stationed at every elevator, and our system of recording weights is as complete as we know how to possibly make it. We are using every check and safeguard that are at our disposal. I could go into detail, but as your time is limited, I will conclude by saying that we weigh in the neighborhood of 400,000 cars yearly, besides nearly 140,000,000 bushels to and from boats. Consequently, you will see that we should be familiar with every condition of the weighing, loading and unloading of grain.

Out of this experience we have gathered a few facts and factors in accurate weighing, which have been put in book form. In compiling this pamphlet, I owe much to the efforts of my employees, especially Assistant Board of Trade Weighmaster A. E. Schuyler. Mr. Schuyler is here with me to-day and we will both be glad to talk with you and answer any queries regarding the Chicago end of the work. We have obtained many new photographs to illustrate the texts and hope that the information and suggestions may lead to greater equity and confidence between buyer and seller, and economy which can only come from doing things right.

If any of the suggestions contained in the book, though necessarily dry and technical, are not plain,



T. W. SWIFT, BATTLE CREEK, MICH.  
President Michigan Grain Dealers' Association.

we will be glad to answer all questions, for the weighing department, realizing that straight and honest business is easy business, is anxious to work for the time when complaints will be rare because there will be little cause for them.

Owing to human fallibility, however, there can never come a time which will be perfect and when shipper, carrier and receiver can lie down in continued amity. But when all interests co-operate as best they can to avoid mistaken weights, to eliminate grain thieves and to put leaky cars out of commission, then there will be happier days in the grain trade.

I have about 100 copies of this book with me which you are entirely welcome to and if there are not enough to go around, we will gladly mail them to you gratis. [Mr. Foss's book referred to is entitled "Facts and Factors in Accurate Weighing," by H. A. Foss, published by him for the benefit of the trade.]

A paper on "Practical Problems of Association Work" was read by S. B. Sampson, secretary of the Indiana Grain Dealers' Association.

An address on "Association Work" was made by Geo. A. Stibbens, secretary of the Grain Dealers' National Association.

Short speeches on the value of association work were made by H. L. Goemann of Chicago and Wm. Carson of Detroit.

A motion by John Hause of Clinton that an organization be perfected was carried unanimously, and on motion by Wm. Reardon, Mr. Stibbens read a copy of the constitution and by-laws, which he had prepared for their consideration.

On motion a committee, composed of Messrs. Grant, Reardon, Monroe, Stibbens and Sampson were appointed to report on constitution and by-laws.

The committee reported later and a constitution was adopted.

The officers were elected by nomination in open meeting and resulted as already stated. Mr. Swift, the unanimous choice for president, at first declined the office, but yielded to the insistence of his friends. In taking the chair he made a short speech of thanks for the honor and promised his aid in making a success of the new organization.

After a short recess to allow dealers to sign their names and become members of the new organization, the meeting adjourned.

### HEALTH NOTES.

What kind of health food did you like best?

A. H. Smith, with Huntley Mfg. Co., Silver Creek, N. Y., represented the machinery interests.

From Indiana there were C. G. Egly, Berne, and S. B. Sampson, secretary of the Indiana Grain Dealers' Association, Indianapolis.

Mrs. A. E. Schuyler, wife of the assistant weighmaster of the Chicago Board of Trade, who had been visiting on the eastern shore of Lake Michigan, attended the meeting.

From Detroit there were Wm. Carson of Carson, Craig & Co., and H. M. Hobart of Parsons & Hobart, while Toledo was represented by William R. Worts of Worts & Emmick.

The Chicago delegation consisted of H. A. Foss, chief weighmaster, and A. E. Schuyler, assistant weighmaster of the Chicago Board of Trade; Geo. A. Stibbens, secretary of the Grain Dealers' National Association; W. M. Hirschey, representing E. W. Wagner; H. L. Goemann, of Goemann Grain Co., and J. E. Bacon of "American Elevator and Grain Trade."

The following dealers were present: D. Donaldson, Reese; M. H. Vaughan, Cairo; O. E. Packard, Charlotte; W. M. Monroe, Bronson; F. H. Richardson, Fairgrove; Christian Breisch, Lansing; A. E. Lawrence, Mulliken; John Hause, Clinton; W. A. Parham, Kalamazoo; A. Jacobs, Sturgis; T. W. Swift, C. E. Patterson, A. C. Fellows, M. G. Ewer, Battle Creek; W. Sheldon, Jackson; J. O. Taft, Webberville; W. Reardon, Midland; S. E. Glime, Leonidas; P. J. Simons, Athens; F. A. Voigt, Grand Rapids; J. H. Prout, Howard City, L. Fred Peabody, Grand Rapids; Milo F. Gray, Moline; J. W. Baluss, Sturgis; F. A. McKenzie, Quincy; D. Mansfield and G. G. Hoyt, Remus; E. O. Harris, Mt. Pleasant; H. E. Chatterton, Mt. Pleasant; F. B. Nims, Odessa, David Smith, Woodbury; Will Curtis, Reed City; T. W. Chiswell, Stockbridge; W. P. Miller, Montgomery City; W. J. Thomas, Schoolcraft; Isaac Grant, Reed City; W. J. Orr, Bayport; Henry W. Carr, Saginaw; C. E. Carpenter, Marcellus; Hubbard & Beckwith, Marshall; E. W. Randall, Tekonsha; F. E. Nowlin and J. N. Miller, Albion; Wm. T. Husher, Battle Creek; J. D. Carnes, Perrinton; W. Walton, Finley; A. Kolwood, Allegan; F. C. Baluss, Blissfield; H. E. Payne, Bancroft; T. M. Towner, Morrice; E. S. Doty, Grand Ledge; Glen B. Kent, Kalamazoo; F. S. Lockwood, Laingsburg; Whiting Hutchison, Ceresco; E. Beltzingsloewen, Battle Creek; P. R. Harman, Battle Creek; A. K. Zinn, Galesburg; J. W. Wilson, Climax; W. R. Shaw, Ovid; I. L. Shepherd, Charlotte; P. J. Sturgis, Fowler; H. F. Colby, Dowagiac; F. A. Rockafellow, Carson City; W. O. Calkins, Perry; C. H. Estee, Shepherd; W. W. East, Buchanan.

### OHIO GRAIN DEALERS.

The annual meeting of the Dayton branch of the Ohio Grain Dealers' Association was held at Dayton on June 15.

The following officers were elected for the ensuing year:

President—Grant McMorran, St. Paris.  
Vice-President—Daniel Burns, Rossville.  
Secretary—M. W. Burns, Piqua.  
Treasurer—C. N. Adlard, Piqua.

All of the old officers were re-elected excepting C. N. Adlard, for treasurer, who succeeded Edgar Brecount, deceased.

The Association has an enrollment of about 140 members, of whom about 100 were in attendance.

## THE SONG OF DOLLAR WHEAT.

Air: "Michigan, My Michigan."

Oh Dollar Wheat, of thee I sing.  
Dollar Wheat, just Dollar Wheat;  
Fair price that Equity doth bring,  
Dollar Wheat, just Dollar Wheat.  
Come farmers, join our growing band,  
That's spreading swiftly through the land;  
Undaunted we will take our stand,  
For Dollar Wheat, just Dollar Wheat.

We've borne a lowering price too long,  
Dollar Wheat, now Dollar Wheat;  
The trusts have done us untold wrong,  
Dollar Wheat, now dollar Wheat.  
Banded together we will die,  
Or gain the price for which we sigh,  
So loudly shout the battle cry,  
Of Dollar Wheat, just Dollar Wheat.

'Tis profit less than others claim,  
Dollar Wheat, just Dollar Wheat;  
For Equity's our constant aim,  
Dollar Wheat, just Dollar Wheat.  
Oh, we'll contented be to win,  
The price that ushers justice in,  
And brighter days for all begin  
With Dollar Wheat, just Dollar Wheat.

Ob, Dollar Wheat, of thee I sing,  
Dollar Wheat, just Dollar Wheat;  
Long may we to this purpose cling,  
Dollar Wheat, win Dollar Wheat.  
That all who toil upon the farm,  
May rise above the schemer's harm,  
And through the future's happy calm  
Win Dollar Wheat, just Dollar Wheat.

—Effie Stevens—Published by the American Society of Equity, Indianapolis, Ind.

## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

## NATIONAL HAY ASSOCIATION WORK.

*Editor American Elevator and Grain Trade:*—President John L. Dexter and myself as secretary have just issued the following circular to the members of the National Hay Association, which may interest your readers:

"The Chicago convention is now a matter of the past, but it will long be remembered as a most successful meeting; more members were in attendance than ever before; more new members were enrolled than ever before; more interest was shown than ever before.

"If you were there, you enjoyed it; and if you were not there, resolve now that you will not miss another. The growth and strength of the National Hay Association during the past year has come about largely because each individual member has done his part and aided in every way he could.

"We are anxious to distribute a large amount of printed matter during this year and would thank you to fill out the blank below stating how many pieces of mail you will enclose in your regular mail each month during the coming year:

"We.....will enclose in our daily mail each month from now until the St. Louis convention ..... pieces of printed matter. We also recommend the following firms for membership in our organization."

"The secretary will send it to you charges paid and of convenient size to fit an ordinary envelope.

P. E. GOODRICH, Sec'y.

Winchester, Indiana.

## WHY MICHIGAN DEALERS SHOULD ASSOCIATE.

*Editor American Elevator and Grain Trade:*—As the recent meeting of the Michigan Grain Dealers' Association at Battle Creek has brought that organization again before the minds of the people, there arises, perhaps, especially in the minds of the dealers, the questions, "What benefits are to be derived through such an organization to us as individuals?" "Why should we as dealers desire to become members?"

We all recognize in a general way the fact that in

organization there is power, "in union there is strength."

In the Michigan Grain Dealers' Association are gathered the brightest and keenest, the most progressive and successful men interested in this business. To meet with these men, to learn their methods of handling and caring for the different grains, to hear their opinions as to the best markets, and all that pertains to the successful manipulation of the grain business, must give an increased enthusiasm and stimulus, as well as knowledge, to all who partake in or listen to their discussions.

Through this organization all disputes between shippers and receivers can be settled through a board of arbitration, whose decisions in all cases are binding; through this organization, legislation favorable to the interests of the shipper can be secured. Many things favorable to the individual dealer which he could not accomplish himself can be accomplished with ease and tact by this organization. Every dealer in the state should be a member and lend his strength and influence for the good of all.

Yours sincerely, W. J. ORR.  
Bay Port, Mich.

## NATIONAL ASSOCIATION TRADE RULES.

*Editor American Elevator and Grain Trade:*—I have addressed the following letter to the members of the Grain Dealers' National Association, and beg to emphasize its importance:

"The Trade Rules Committee of the Grain Dealers' National Association have been called upon to pass upon a number of points not covered in our present code of trade rules. It occurs to the committee that the rules should cover a number of points not already included; also that one or more of our present rules might be modified to some extent.

"Before entering upon this work, your committee would be glad to hear from the members of the Association in a communication addressed to the chairman, C. A. Burks, at Decatur, Ill., suggesting points which you think need our consideration. Give this matter your careful attention. The committee will be ready with its report for adoption at the annual meeting next fall. Please be brief and to the point.

Yours respectfully,  
GEO. A. STIBBENS, Sec'y.  
Chicago.

*Editor American Elevator and Grain Trade:*—The Trade Rules and Arbitration have done much to prevent dissatisfaction between buyer and seller. They have also served probably a larger purpose in adjusting differences existing between non-members of our Association than they have to prevent differences arising from the fact that non-members as a rule are not familiar with the plans and methods of the Association. Shippers and receivers alike will make no mistake in joining the National. The trade rules alone are well worth the expense. The method of arbitration laid down is equally important. The other features are also as strong, any one of which should appeal to the shipper and receiver alike.

Yours respectfully,  
C. A. BURKS.  
Decatur, Ill.

## WISCONSIN GRAIN SHIPPERS ASSOCIATION

*Editor American Elevator and Grain Trade:*—The Wisconsin Grain Shippers' Association will hold their first annual meeting at Milwaukee, Wis., Wednesday, July 22, and I take pleasure in handing you herewith a copy of the program:

Official Headquarters, Republican House; all sessions will be held in the Metropolitan Auditory, located at the corner of Third and State Streets. Matters of vital importance to the grain trade of Wisconsin will be taken up, and every grain shipper in the state should make a special effort to attend this convention.

## PROGRAM.

Morning Session.—Call to order and opening address by President Thos. E. Torrison; reading of records of last meeting; appointment of committees on Resolution and on Nomination; paper, "How is the Membership Procured?" by S. B. Sampson, Secretary Indiana Grain Dealers' Association; registration of members and visitors, and adjournment for dinner.

Afternoon Session.—Call to order; report of the Secretary; report of the Treasurer; address by Mr. E. P. Bacon of Milwaukee; report of Committee on Resolutions; regular business; new business; report of Committee on Nominations; election of officers; paper, "What Are the Benefits to Be Derived from an Organization?" by G. C. Julius Spoerri, secretary; adjournment for supper.

Evening Session.—Call to order; paper, "Terminal Methods of Handling Grain," by Geo. A. Stibbens, Secretary Grain Dealers' National Association; installation of officers; paper, "Weights at Terminal Markets," by H. A. Foss, Chief Weighmaster, Chicago; smoker and entertainment; adjourn sine die.

Yours truly,  
G. C. JULIUS SPOERRI, Sec'y.  
502 Traders' Bldg., Chicago.

## THE SUPERIOR INSPECTION MUDDLE.

*Editor American Elevator and Grain Trade:*—Your favor of the 3d inst., referring to the status of inspection at Superior, is at hand. In reply would say that the best information we can obtain in regard to the Duluth-Superior inspection controversy is, that Superior has abandoned the idea, for the present, of controlling the inspection of grain on Wisconsin soil, as the bill introduced in the last Wisconsin legislature for establishing a Superior grain inspection was defeated, and they now have the old law of 1895, with a slight modification, which requires all public elevators to maintain an office in Superior. This requirement, we understand, all the public elevators in Superior expect to comply with.

The Wisconsin law of 1895 provided for the inspection and weighing of grain at Superior by the Superior Board of Trade under certain conditions, which they found were not satisfactory. After the passage of the law in 1895, they notified the Minnesota state Warehouse Commission to withdraw their weighmen and inspectors, and took charge of the Superior inspection. After operating under this law for a short time, they abandoned the attempt and requested, in writing, the Minnesota Railroad and Warehouse Commission to return their weighmen and inspectors and to take charge of the weighing and inspection of grain at Superior, and they have had Minnesota inspection ever since.

They endeavored last winter, as before stated, to have the 1895 law amended in such a manner as they believed would enable them to successfully maintain Superior inspection, but were defeated; and our information leads us to believe that the expectation, both in Duluth and in Superior, is that the inspection at both places will be under the supervision of the Minnesota Railroad and Warehouse Commission, at least until the next meeting of the Wisconsin legislature, when we understand the Superior people hope to be able to pass a law that will enable them to establish a Superior inspection. We think that is the exact status of the question at this time.

Yours truly,  
THE JOHN MILLER COMPANY,  
John Miller, Pres.

Duluth, Minn.

## THE NEW ORLEANS INSPECTION SITUATION

*Editor American Elevator and Grain Trade:*—I regret exceedingly that, owing to a great rush of business in connection with my new office, it was impossible for me to answer sooner your favor of several weeks ago, in which you requested of President Lafaye a statement of the true condition of the grain inspection affairs at New Orleans, which communication was referred to me for answer.

The New Orleans Board of Trade was created over twenty years ago, and includes in its membership the bone and sinew of the commerce of our port and all branches thereof, from the smallest dealer in fruits and provisions to the largest exporters. All financial institutions, and even professional men, hold membership in the organization, which has a roster of nearly 550 members.

The Board of Trade, as well as the Maritime Exchange, are naturally working in the interest and towards the development of the commerce of our port; but while the latter represents merely a branch of our commerce, the Board of Trade may

be called the mouthpiece and impetus of our whole commercial activity.

Somewhat over a year ago, a feeling of estrangement between the two commercial bodies was created by the attempt of the Maritime Exchange to get control of the grain inspection which has been, for nearly twenty years and still remains, under the supervision of this exchange. Recent developments have proven conclusively that a mistake was made to change the inspection service by transferring it from one body to the other, and the grain shippers have since come to the conclusion that they can receive an impartial treatment only from this exchange (this has been the main strength of the inspection department of the Board of Trade since its incipency), and have given instructions to the elevators transferring their inspections back to this exchange.

There is no question that a dual inspection is not conducive of good; and it is hoped that even the few shippers who are still holding out with the Maritime Exchange, will quickly realize this and return to our inspection department.

In making this assertion I am prompted by the experience gained during the inspection fight, of which I have, unfortunately, been part and parcel, and I sincerely hope that the fight will soon be a thing of the past.

Yours very truly, **FRED MULLER,**  
New Orleans, La. Secretary.

#### A TRADE PROBLEM.

*Editor American Elevator and Grain Trade:*—We would respectfully ask your opinion on the following question:

"A" sells "B" 5,000 bushels of corn f. o. b. track "R" road basis, destination weights and grade. The corn is shipped promptly by "A" in good condition and drafts paid by "B." The railroad company through some unknown cause delays the handling of cars and corn arrives at destination out of condition. Now "B" contends that "A" should pay the loss and look to railroad company for settlement. "A" says as grain was sold on track title passed to "B" and his claim is against railroad company and not "A." Who is right, and in case railroad company refuses claim, who is responsible?

Cars were en route three to four weeks when they could have arrived in three or four days, the distance being 300 miles.

Yours truly,  
**E. F. UNLAND,**  
Smith-Hippen Co.

Members of the trade have kindly given us the following opinions:

"A has not made a delivery until the basis of trade has been complied with; i. e., destination, grade and weight. B has a just claim against A, and the latter must look to the railroad for his loss."—E. C. BUTZ, with Rosenbaum Brothers.

"The loss is A's, for the reason that in selling destination weight and grade, it implies that he has sufficient confidence in the grade to take care of some possible delay in transit."—E. W. WAGNER.

"After A has sold and delivered the grain to B on track as ordered by B, the railroad then becomes the agent of B and A only holds the bill of lading, and his right ceases when he disposes of the bill of lading to B. B, on receiving the bill of lading and paying draft on same, comes into full control of the grain and is the only party who has any right to make any change in its disposition. A having fulfilled his part of the contract has no right whatever to the control or disposition of the property; therefore, B must look to the railroad for the property, and its condition when there has been unnecessary delay and damage, A having only to prove the property was equal in quality and condition to that sold to B."—I. P. RUMSEY.

"If A sells destination weights and grades, the destination terms should govern. B should look to A for his loss and A to the railroad."—E. G. HEEMAN.

The center of grain production in the United States is located by the Census Bureau at a point about 31 miles southwest of Burlington, Ia. In 1850 it was about 20 miles east of Cincinnati.

#### SOUTH MINNESOTA AND SOUTH DAKOTA GRAIN DEALERS' ASSOCIATION.

*Editor American Elevator and Grain Trade:*—Enclosed please find program of the second annual meeting of the South Minnesota and South Dakota Grain Dealers' Association to be held at Holcomb Hall, Minneapolis, Minn., on Wednesday, July 15, 1903:

Wednesday Morning.—10:00 a. m.—Reception of attending dealers in Holcomb Hall, 43 Fourth Street, South.

Wednesday Afternoon.—2:00 p. m.—Call to order by President J. L. McCaull, Minneapolis; 2:15 p. m., address of welcome; 2:30 p. m., response by Charles Wenzel, ex-president of the Association; 2:45 p. m., president's annual address; 3:00 p. m., reading of minutes of last annual meeting by secretary; 3:15 p. m., secretary's report; 3:30 p. m., treasurer's report by Secretary-Treasurer C. A. May, Minneapolis; 3:45 p. m., appointment of committees by president on resolutions and on nominations of officers; 4:00 p. m., address by P. P. Quist, Chief State Weighmaster, subject: "Terminal Weights and How to Lessen Shortages"; 4:15 p. m., address by G. D.

#### ST. LOUIS GRAIN DEALERS' ASSOCIATION.

The grain dealers in the local trade have organized the St. Louis Wholesale and Retail Grain Dealers' Association and on July 2 elected the following officers: President, H. W. Beck; vice president, John H. Evill; secretary, W. O. Andrews. The business committee consists of Robert Bergmann, William A. Miller, F. W. Clements, Louis Diebel and C. H. Meyer. The object of the association is to advance the hay and grain trade in St. Louis. Steps were taken to perfect the organization and increase the membership for mutual protection.

#### INSPECTOR SHANAHAN'S CO-WORKERS.

The group of handsome young fellows shown in the accompanying picture are the employes of the department of J. D. Shanahan, chief grain inspector of Buffalo, N. Y. The photographer has undoubtedly flattered some of them as to apparent age, but all



THE EMPLOYES OF J. D. SHANAHAN, CHIEF GRAIN INSPECTOR AT BUFFALO, N. Y.

Rogers, secretary of the Minneapolis Chamber of Commerce, subject: "The Grain Trade of the Northwest"; 4:30 p. m., address by Geo. A. Stibbens, Chicago, secretary of the Grain Dealers' National Association, subject: "Association Work"; 5:00 p. m., report of the committee on resolutions; 5:15 p. m., report of the committee on nominations; 5:30 p. m., election of officers; 5:45 p. m., Adjournment.

Wednesday Evening.—8:00 p. m., smoker in Holcomb Hall.

The Association has now a membership of 163 dealers, representing 780 elevators. There are only about 220 elevators outside of our organization, and these are seeing daily the benefits of association work, and it is expected they will shortly join with us.

The financial affairs of the Association are in an excellent condition. We have about \$1,400 in the treasury, against \$100 when the present secretary assumed the office. No assessment was made for July, and the coming year will start out well.

Yours truly,  
**C. A. MAY,** Secretary.

Minneapolis, Minn.

Unexpectedly large quantities of old wheat are coming to market from the Nez Perce country, bringing 61 to 63c for club and 64 to 66c for blue-stem at the railroad.

the same, young or old, they are as bright and intelligent appearing "bunch" of public service employes as one will find grouped in many a long day's search. No wonder Mr. Shanahan's work at Buffalo commands such high respect, whether as grain inspector or chief weighmaster.

Mr. Shanahan himself, by the way, may be identified in the picture as the only man among them wearing a visible mustache.

The June business on the Soo canals was the largest on record, 2,775 boats with registered tonnage 4,006,288 having passed through. Among the freight was 5,715,831 bushels of wheat and 1,815,595 bushels of other grains.

Toledo shippers are doing more business with the Southeast this season than ever before, it is said. The earlier business, which began in 1901, was not profitable; but it is said to be working out very nicely at this time; and that from fifty to one hundred cars of grain are shipped out of Toledo every week for Norfolk, Lynchburg and other Southern points for domestic use. Detroit grain merchants have been after this business for some time, and it is said that even now twice as much grain is shipped out of Detroit for the South as from Toledo, but the ratio is gradually being reduced.

### NATIONAL HAY ASSOCIATION.

The tenth annual convention of the National Hay Association met at the Sherman House, Chicago, June 16-18, with the largest number of shippers and hay receivers present that ever attended an annual meeting.

#### TUESDAY MORNING.

The first session was called to order by President Charles England of Baltimore at 10:30 a. m. After the invocation by the Rev. Mr. Thorp, Dr. Taylor, representing Mayor Harrison, made an address of welcome. Following, an address of welcome in behalf of the Chicago Board of Trade was made by its president, R. G. Chandler.

The response to the two addresses was made by John B. Daish of Washington, D. C.

President England then appointed the following delegates to meet with the committee on interstate commerce law, then in session in Chicago: E. D. Rundell of Pennsylvania, Diehel of Missouri, L. G. Holmes of Indiana.

The president appointed the following committee on credentials: S. T. Beveridge of Virginia, F. B. Nims of Michigan, D. W. Clifton of Missouri, J.



JOHN L. DEXTER, DETROIT,  
President National Hay Association.

A. Rockafellow of Michigan, F. Williams of New York.

#### AFTERNOON SESSION.

President England called the meeting to order at 2 p. m. and announced the report of the Board of Directors.

The treasurer's report showed cash on hand July 9, 1902, \$345.79; receipts for year, ending June 15, 1903, \$3,838; disbursements, \$2,247.74; leaving balance in treasurer's hands, June 15, 1903, \$1,936.05.

The secretary's report by P. E. Goodrich gave the membership to date in good standing as 633 a gain of 56 over the preceding year, Ohio being the banner state, with membership of 101; Michigan second, 75; Illinois third, 70. Ohio shows the largest increase, with a gain of 21; Illinois second, with a gain of 13; Maryland third, with a gain of 12. The gratifying increase in membership and the continued improvement in our financial condition is largely due to the untiring work of the state vice-presidents. During the year just ended your secretary has written 2,530 personal letters, 8,120 mimeograph letters, have distributed 70,100 circular letters, 900 annual reports, 950 statements of dues to members, and 40,000 small pamphlets containing a short history of the association, rules for grading hay and other items of interest to the hay trade. These, together with all the circular letters, were distributed by the faithful members of our organization, and largely by those who held no official position. This vast amount of printed matter was distributed throughout all the great hay-producing states without any expense to the

association other than the express charges in forwarding to those who circulated them. The trade papers generally have been liberal in giving us the use of their columns for anything that myself, as secretary, or other members of the association would forward to them, and I feel that this association should extend to them their thanks for the kind consideration shown us during the past year.

The report of the auditing committee was read by L. W. Dewey, Ohio. It found that there were proper vouchers for all disbursements and all funds received were properly accounted for.

State vice-presidents made their reports of the work under their direction.

The report of the committee on standard hales was then read as follows:

Your committee on standard hay bales, since the last convention, have given the subject careful consideration. We believe there is now nearly as much need of standard bales as there was of standard grades at the formation of the Association. The large bales of New York and New England means a different bale from the large bale in the Western states, and the same is true of the small bales. Your committee has tried to select names that will be comprehensive, easy to understand, and in no way conflict with the present presses and modes of baling. These names will enable both seller and buyer to know just what kind of bales are sold and purchased.

Your committee would also recommend that a special committee of three be appointed for the purpose of ascertaining the most desirable sizes of bales to be made in the interests of the shipper, as well as the buyer, this committee to consult with the various hay press manufacturers with a view of standardizing the sizes of baling machinery, and to report with recommendations at the next convention of the National Hay Association.

We respectfully recommend the following be adopted as the standard bales of the National Hay Association:

Standard Small Bales shall be bales made in perpetual presses 16x18 inches and smaller, bound with ties  $7\frac{1}{2}$  to 9 feet long.

Standard Medium Bales shall be bales made in perpetual presses or non-perpetual presses, 16x20 to 18x22 inches, bound with ties from  $7\frac{1}{2}$  to 9 feet long.

Standard Large Bales shall be bales made in presses about 21x21x48 inches, bound with ties from  $6\frac{3}{4}$  to  $7\frac{1}{4}$  feet long.

The report of the committee on cypher code was presented as follows:

The committee appointed at Put-in-Bay to perfect a cipher code to cover all the needs of the National Hay Association, beg leave to report that the code is completed and already distributed among the membership. The work has been heartily commended and endorsed by the press. The distribution was commenced the latter part of April, and up to the present time 563 have been distributed.

The code will be a source of revenue to the Association, but to all the thinking members this should not be the only reason why it should have the hearty support of every member, as those who have already used the code in their business will and do gladly testify that they find it saves them money, avoids mistakes, prevents disputes and misunderstandings, and tends to keep their business private.

Secretary Goodrich has been most diligent in the correspondence necessary to the distribution, and has received many most flattering comments on the work. The committee wish to give thanks for his most valuable service in this connection. Heartly thanks are also due the trade press for their co-operation in bringing the work so prominently before the public.

#### WEDNESDAY MORNING.

The Wednesday morning session was called to order at 10 a. m. by President England, who appointed the following committee on nominations: Geo. C. Warren of Michigan, A. E. Clutter of Ohio, F. D. Vorhis of Illinois, C. S. Bash of Indiana, T. L. Wood of Massachusetts, E. D. Rundell of Pennsylvania, George S. Bridge of Chicago.

Geo. N. Reinhardt, New York, read the following report of the committee on statistics:

In searching for statistics, relative to the hay industry, your committee, appointed for that purpose at the Ninth Annual Convention of the National Hay Association, submit the following findings:

In 1866 the United States produced twenty-two million tons of hay, employing eighteen millions of acres, at farm value of \$10.14 per acre, and a total value of two hundred and twenty million dollars. In 1900 it produced fifty million tons from thirty-nine million acres, at a farm value of \$8.89 per acre, and a total value of four hundred and forty-five million dollars. The average yield per acre during this period of thirty-four years was 1.28 tons and the average farm value \$9.79 per acre, the total farm value being \$12,934,098,660.

During the past ten years the highest average yield occurred in 1898, when it was 1.55 tons per acre; the lowest in 1895, the average then being 1.06 tons.

#### IMPORTS AND EXPORTS.

The tonnage and value of imports and exports end-

ing with December, 1902, for the ten preceding years, were:

	Imports.		Exports.	
	Tons.	Value.	Tons.	Value.
1892....	79,719	\$715,151	35,201	\$582,838
1893....	104,257	964,755	33,084	619,640
1894....	86,784	761,940	54,446	890,654
1895....	201,900	1,433,716	47,117	699,029
1896....	302,652	2,773,535	59,052	874,048
1897....	119,942	1,030,497	61,658	845,590
1898....	3,887	34,659	81,827	1,151,273
1899....	19,872	115,409	64,916	858,992
1900....	143,890	1,019,743	72,716	992,741
1901....	142,620	1,128,610	89,364	1,476,870
1902....	128,007	986,662	87,671	1,413,373

Total..1,333,530      \$10,964,677      687,052      \$10,305,048

The total imports from the Dominion of Canada during this period were 1,333,191 tons, valued at \$10,960,750; from all other countries, 349 tons, valued at \$3,927. The total exports to the United Kingdom were 405,345 tons, valued at \$6,233,794; to all other countries, 281,707 tons, valued at \$4,069,254.

A summary of the foregoing shows that the average annual import of hay into the United States has been 121,236 tons, and that the export during the same period has made an average of 62,459 tons. Of the total the Dominion of Canada has contributed 1,333,191 tons, for which was paid \$10,960,750. Of the total export 405,345 tons was taken by the United Kingdom, for which \$6,235,794 was received.

The total amount of hay exported 1866-1900 was 825,839 tons.

In striking a balance it will be seen that the United States has used during this period 646,139 tons.



P. E. GOODRICH, WINCHESTER, IND.,  
Secretary-Treasurer National Hay Association.

or an annual average of 58,739 tons of imported hay, leaving a balance against them on the trade as a whole of \$659,629, and on the imports from the Dominion over the exports to the United Kingdom of \$4,724,956.

The amount of hay exported from the cities named during the past two years was as follows:

	1901.	1902.
Bales from New York.....	945,548	1,275,281
Bales from Boston.....	604,834	1,068,726
Bales from Baltimore.....	20,940	20,399

The average export price of hay during 1902 was \$15.88 per ton; \$12.90 per ton in July, being the lowest, and \$17.48 in January, being the highest.

The amount exported from December, 1902, to June, 1903, was 65,760 tons, valued at \$1,167,249, making a total for the year of 153,431 tons, valued at \$2,580,622.

The highest average prices for No. 1 hay for ten years ending with 1901 were as follows in the markets named: New York, \$16.93; Cincinnati, \$11.57; St. Louis, \$11.37; Chicago, \$10.54 per ton.

The receipts of hay in tons at the following markets in 1901 and 1902 were as follows:

	1901.	1902.	Weekly Av.	
			1901.	1902.
New York .....	415,052	448,766	8,138	8,790
Philadelphia ....	75,338	78,519	1,477	1,540
Baltimore .....	53,450	55,114	1,048	1,080
Cincinnati .....	116,803	158,112	2,290	3,100
St. Louis .....	206,654	194,551	4,012	3,810
Boston .....	134,354	146,751	2,583	2,820
Chicago .....	189,133	216,884	3,708	4,200
Milwaukee .....	27,480	35,670	539	690
Cleveland .....	57,314	57,451	1,124	1,120

Total .....

The receipts of hay in the cities named for the seven years ending with 1902 were:

	Tons.
New York .....	2,783,496
Chicago .....	1,584,359
St. Louis .....	1,254,027
Boston .....	1,048,021
Cincinnati .....	749,962
Philadelphia .....	563,675
Baltimore .....	358,698

Making a total of 8,342,238, and an average per year of 1,191,839 tons.

The receipts show an increase of trade in the cities named, during 1902, over the average of the prior seven years, of 106,858 tons.

New York market receiving 448,766 tons in 1902, against 313,515 tons in 1896. Other markets showing an increase or decrease as the location of crop dictated.

The highest average prices for number one timothy for the five years ending 1901 in the following markets were:

New York .....	\$17.24
St. Louis .....	12.06
Cincinnati .....	11.82
Chicago .....	10.87

And the highest average price in the New York market for the eight years ending with 1902 were, number one, \$17.28; lowest, \$13.95. For number three, highest, \$14.27; lowest, \$10.42 per ton.

The states being most affected by the short hay crop of 1895 were: New York, giving 0.73; Ohio, 0.58; Michigan, 0.58; Indiana, 0.61; Illinois, 0.66; Wisconsin, 0.88; Nebraska, 0.99; Pennsylvania, 1.01; Minnesota, 1.08; Missouri, 1.17; Kansas, 1.24 tons per acre. The general average being 0.86. The average of the United States in 1895 being 1.06, and the nine years' average, ending with 1900, was 1.30 tons per acre.

The states above mentioned followed in 1896 with an average of 131, or one point above the 9-year average and 45 points over the preceding year.

The report of the committee on arbitration and investigation was read. After stating the facts of the cases settled by the committee, the report concludes by saying: "The committee in conclusion desires to call the attention of the association to the lack of any well-defined modes of procedure in our by-laws and would respectfully urge that this convention request the president to appoint a special committee to prepare a code of rules and procedure for the government of the committee of arbitration and investigation in the trial of complaints, and that the regularly appointed claim agent of the association be designated as permanent counsel for the committee."

President England named the following committees:

On Resolutions: John L. Dexter of Michigan, M. C. Niezer of Indiana, W. R. Rea of Missouri, J. W. Ellis of Ohio, H. Dusenbery of New York.

On selection of place for next meeting—E. A. Dillenbeck of New York, C. G. Egly of Indiana, W. H. Karnes of Missouri, Henry Weber of Iowa, J. W. Beatty and E. A. Gillespie of Pennsylvania, E. A. Grubbs of Ohio.

#### THURSDAY MORNING SESSION.

President England called the fourth session to order at 10 a. m.

An address was read by H. S. Grimes, Ohio, on the "Benefits of Organizing State and District Hay Associations."

The report of the committee on grades was adopted as follows:

The committee on grades have to report that our grades are giving general satisfaction, and, in our judgment, are as nearly perfect, when considered with regard to the whole situation, as can be had at this time. The only improvement we have to recommend, other than that touching prairie hay, is that the word "reasonably" preceding the word "sound," in descriptions of Nos. 1 and 2 clover mixed hay, should be stricken out. The committee is unanimous in this recommendation, believing that No. 1 clover mixed hay should be sound hay, and also believing that No. 2 mixed hay should be sound hay, and not "reasonably" sound.

We find that our descriptions and grades of prairie hay are very much out of line with the needs of our members handling these grades. This we suppose has occurred because a large majority of our membership at the time of their adoption had no dealings in prairie hay. At an earnest conference held between this committee and representatives of the St. Paul, Minneapolis, St. Louis and Chicago prairie hay dealers, these following changes and new grades were unanimously recommended for adoption—unanimous on the part of the dealers and unanimous on the part of this committee, viz.:

"Choice prairie hay shall be upland hay of bright, natural color, well cured, sweet, sound, and may contain 3 per cent of weeds.

"No. 1 prairie hay shall be upland and may contain one-quarter midland, both of good color, well cured, sweet, sound, and may contain 8 per cent of weeds.

"No. 2 prairie hay shall be upland, of fair color, and may contain one-half midland, both of good color, well cured, sweet, sound, and may contain 12½ per cent of weeds.

"No. 3 prairie hay shall include hay not good enough for other grades and not caked.

"No. 1 midland shall be hay of good color, well cured, sweet, sound, and may contain 3 per cent weeds.

"No. 2 midland shall be of fair color, or slough hay, of good color, and may contain 12½ per cent weeds.

"Packing hay shall include all wild hay not good enough for other grades and not caked.

"No grade prairie hay shall include all hay not good enough for other grades."

We respectfully recommend to our incoming President that in making up his committee he shall have the prairie hay interests represented on the grades committee.

The report of the committee on legislation was adopted as follows:

Your committee would respectfully report that our president and directors found that our Association through its broad and public policy had assumed such importance that it would be better for us to have a national charter. We forwarded this request to the Washington resident representative of the Association, Mr. John B. Daish. He prepared and presented a charter which finally failed of passage because of being crowded out in the short session of Congress. Considerable legislation of importance to the commercial interest was enacted by Congress, one of the most important of which was relating to the Department of Commerce and Labor. In this as in other similar matters, our resident representative, Mr. John B. Daish, was the right man in the right place. We believe our future legislative committees will have an important work to do, as the large commercial organizations are appreciating more and more the necessity of conservative legislation, so as to give the best benefits to our interstate commerce, in which so many of our people are interested. Legislation originating from such practical commercial organizations is much safer for business interests than legislation originating from other sources.

Frank Barry, Commission of the National Board of Trade, made an address on the subject: "The Commercial Tendencies of the Times," which appears in part on another page.

The report of the committees on transportation and on quotations were read by Secretary Goodrich.

The report of the committee on terminal facilities was read by the chairman, Mr. Bridge.

The report of the committee on nominations was read and adopted as follows:

For president, John L. Dexter, Michigan; first vice-president, H. G. Morgan, Pennsylvania; second vice-president, T. A. Ballard, Missouri; secretary, treasurer, P. E. Goodrich, Indiana; directors, Charles England, Maryland; C. S. Bash, Indiana; H. S. Grimes, Ohio; T. K. Wood, Massachusetts; J. A. Brunbaker, Kansas City.

The committee on selection of place for next meeting made its report, naming St. Louis as the city decided upon. The report was adopted.

The report of the committee on resolutions was read by John L. Dexter and adopted as follows:

Whereas, The tenth annual meeting of the National Hay Association is now about to adjourn, its members after having had the opportunity of visiting the great city of Chicago, whose geographical location, natural and other advantages as regards transportation and distribution, coupled with the sagacity, push and energy of its merchants and citizens, has operated to place it first in importance as regards the handling of grain and other commodities dealt in by the members of this Association, and having partaken and enjoyed to the fullest extent of the open hospitality extended, and to the end that we may express our appreciation; therefore, be it

Resolved, That the thanks of the National Hay Association be and the same are hereby tendered His Excellency the Governor, his Honor the Mayor, and the Board of Trade of the City of Chicago for their cordial welcome and unbounded hospitality to the various committees who have so bountifully provided for our entertainment and comfort.

Resolved, That the National Hay Association cannot express in too strong terms its thanks to the retiring President, Mr. Charles England, who during his entire term of office was confronted with matters of utmost importance, to all of which he gave his undivided attention and earnest effort. The marked progress made during his administration is a monument to his untiring energy, executive ability, judgment and zeal, while his consideration, uniform courtesy, liberality and fairness has placed him high in the esteem of the members.

Resolved, That it is again incumbent upon the National Hay Association to express its thanks to the Secretary-Treasurer, P. E. Goodrich, for the able manner in which he has continued to manage the affairs of his office.

Resolved, That the thanks of the National Hay Association be tendered to Mr. Frank Barry of Washington, Mr. E. P. Bacon of Milwaukee, and Mr. H. D. Dumont of New York City, for their several addresses, which were a source of much pleasure to our members.

Following the report of the committee on board of directors' report and discussion thereon the meeting adjourned sine die.

Grain shipments to South Africa were the feature of the June export record at Brooklyn. Five vessels were loaded on June 25 to get grain into South Africa before the new duties come into force. The grain was shipped in bags.

#### RHODE ISLAND ORGANIZED.

The hay and grain dealers of Providence R. I., and neighborhood have organized the Rhode Island Hay and Grain Dealers' Association with the following officers: President, W. A. H. Grant; vice-president, W. S. Fifield; secretary, F. L. Davenport; treasurer, John Peck; executive committee, S. S. Rich, G. R. Forsythe and George Hurd.

The first function of the association was a dinner at the Crown Hotel, Providence. After the transaction of regular business and the discussion of the dinner itself, a number of speeches were made, which were of much interest. Among these was one by Hon. Adam B. Capron, member of congress, who after recalling the name of several of Rhode Island's old-time grain dealers who had made fortunes, said:

We who have come later have failed to accumulate the fortunes of those earlier men. It is true that we have made a living, because we have lived; but we have failed to see our names among the Rhode Island millionaires. Why is it that we dig on for years and when we die fail to reckon our assets in more than three or four figures?

We have had severe competition. I suspect it will not end because of this meeting. But it is well for us to organize. Most of us are sailing a little closer to the cost than we ought. We have our troubles in the grain business. I expect the next trouble will be that the floods in the West have put the grain out of sight and the drought in New England and New York will have spoiled the hay crop. Yet I feel that we have had excellent treatment from the men who represent the larger features of the business.

The trade will be better off if there is a little more stability in our prices than there has been in the past. It would not be proper to bind ourselves to a hard and fast rule regardless of circumstances, but we should have a better understanding regarding selling prices as related to cost and those to whom we sell will not be in the least degree harmed. We New Englanders are apt to follow ruts and do things the way we did yesterday.

Wendell P. Hale made an interesting address explaining how the development of the country since the Civil War has made great changes in the commerce of certain cities.

S. S. Rich spoke of the technical requirements of the grain and hay business and the exactions of modern business methods. The modern dealer is obliged to take his chances. It is hard to draw the line between the retailer and the wholesaler. He was in favor of some sentiment that would enable the dealer to charge a fair profit on the goods sold and the capital invested.

Marshall Fuller of Hartford spoke of the cost of handling goods, even by machinery, and said that is where the profits disappear. He said that in his own city, where there is an association, prices were agreed upon between the dealers. All entered into the plan and no member of the association had been sorry that he entered into the organization.

Edward Hurd objected to such a plan in Providence until 90 per cent or more of the dealers had been taken into the Association. It is too young as yet for such a plan here.

Speeches were made by Jesse Sweet, H. W. Potter, W. S. Fifield and others.

It is claimed that the Montreal Transportation Company's elevator at Kingston, Ont., has handled between 3,750,000 and 4,000,000 bushels of grain, mostly of wheat, since May 1. The abolition of the canal tolls is, of course, responsible for this exceptional increase of business.

Three men were traveling in the smoking compartment of a Pullman car, when one, in referring to "The Pit," commended its realistic phases. A neighbor criticised the book on the point where Jadwin is described as figuring out commissions, and said that any big operator would have carried the data in his head. The third gentleman was appealed to, and, agreeing with the second, thought that "The Pit" was wrong on that point. "But," persisted the first, "did you ever carry wheat on margin?" "Oh, yes," replied number three. "Large quantities?" "Very large." "How many bushels?" "One hundred and fifty-seven million." Then number one and number two looked at number three and asked him his name. "Joseph Leiter," he replied.—Philadelphia Ledger.

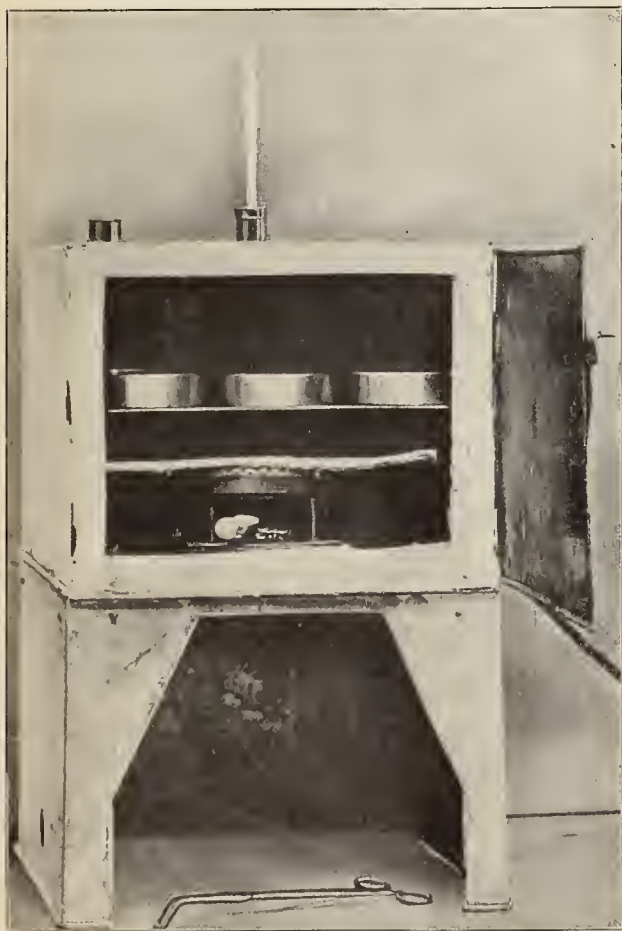
## ESSENTIAL ELEMENTS OF THE GRADING OF CORN.

[From Bulletin No. 41, Bureau of Plant Industry, U. S. Dept. of Agr., entitled "The Commercial Grading of Grain," by Carl S. Scofield, expert grain investigator. Illustrations herewith from same document.]

In grading commercial corn there are two classes of elements to be considered. First, those which indicate condition—moisture, percentage of moldy, rotten, or otherwise damaged kernels, and percentage of broken grains, dirt, and other foreign material; and second, those which indicate quality—color, plumpness, relative proportion of starch to hard material, and relative size of germ. For present purposes there are four elements which are essential in determining the grade of a cargo of corn and which may, when necessary, be measured with reasonable accuracy and speed. These are (1) the moisture, (2) the percentage of colors in mixtures, (3) the percentage of damaged grains, and (4) the percentage of broken grains and dirt.

The relative importance of these elements varies under different conditions and with the different demands which the grain is used to supply. It is not to be understood that the four elements mentioned are all that should be considered in grading corn, but they are at least important and of such a nature that they may be accurately measured; and having these four generally understood there is available a basis for uniformity which has not up to this time been offered to the trade.

The apparatus required for measuring the ele-



AIR-BATH USED FOR DETERMINING THE AMOUNT OF MOISTURE IN A SAMPLE OF CORN.

Plate I. Air-bath used for determining the amount of moisture, in a sample of corn, with aluminum pans and electric heater inside. A piece of asbestos is placed over the heater to distribute the heat more evenly to the pans. The forceps shown below are for transferring the pans to and from the bath to avoid the possible error consequent on touching them with moist hands.

ments mentioned above is as follows, the prices given being approximate:

One balance, with weights.....	\$33.00
One copper oven, or air-bath.....	12.00
One centigrade thermometer .....	1.25
One gas heater*.....	1.00
One metal sieve, with top and bottom.....	2.35
One coffee or spice mill.....	1.75
One set of aluminum pans, at 40 cents each, about .....	4.80
Miscellaneous apparatus .....	1.00

Total estimated cost .....\$57.15

The balance should be as accurate as possible, since the most important part of the work depends upon results obtained by its use. It should be

\*An electric heater, with resistance coil, would cost about \$11, bringing the total estimated cost up to \$67.15.

sensitive to 10 milligrams or less. A very compact and satisfactory balance is shown below in Fig. 2.

The oven or air-bath (Pl. 1) is simply a copper box covered with asbestos, having a large door and with two holes in the top, through one of which the thermometer is suspended. The bath contains a shelf upon which the pans of material may be placed during the drying operation. When an electric heater is used it may be placed inside, under the shelf. When gas is used the heater must be placed underneath the bath, where it is protected



FIG. 1.—MILL FOR GRINDING CORN SAMPLES.

by the galvanized iron box upon which the bath rests.

The thermometer is suspended through one of the holes in the top of the bath by means of a perforated cork in such a way that it may be read without opening the door. The temperature of the bath should be kept at about 102° to 105° C. (215° to 221° F.). This temperature may be readily controlled without any automatic device, as the operator is usually working near the apparatus and can give it his attention at any time.

When only electricity is conveniently available, a small electric heater may be used. The amount of heat may be controlled by means of an adjustable resistance coil outside of the air-bath. This electric heater has proved very satisfactory, and of course claims the advantage of less danger of fire. Wherever gas is available, however, it may be desirable to use it, as the heat thus obtained is rather cheaper and is somewhat more easily regulated.

The sieve used for determining the amount of broken material, dirt, and other foreign matter is a plain metal sieve having 5 strands to the inch. In other words, it is a wire screen having 25 square holes per square inch.

The mill for grinding (Fig. 1, above) should be simple and strong and easily taken apart for cleaning. An extra set of burrs is also desirable, so that in case several samples need to be ground in close succession the burrs may be changed before they have warmed enough to heat the corn passing through.

The aluminum pans are 4 inches in diameter and about 1 inch deep and are used for holding the samples during the drying and weighing process.

In addition to the apparatus mentioned, there are also required some few additional articles, such as a brush, forceps, and a smooth spoon or spatula.

### METHODS OF DETERMINATION.

The methods of determining the four elements mentioned may be briefly described.

**Moisture.**—For determining the moisture a small sample of corn should be ground into a coarse meal. If the corn is ground too fine it becomes heated during the operation and there is a consequent and irregular loss of moisture. After grinding a definite quantity of the sample, it should be weighed out in one of the aluminum pans. The larger this quantity the less the percentage of error in weighing is likely to be. However, for

quick work the sample must not be too large. Twenty or thirty grams has been found a convenient amount to use. This weighed quantity, which for convenience in reckoning should be an even weight, either 20 or 30 grams, is then placed in the air-bath, which has been previously heated to about 102° C. (215° F.). This temperature is slightly above the boiling point of water and will quickly evaporate the moisture, and after subsequent weighing the percentage of loss may be determined. Theoretically the sample should be dried until repeated weighings would show no further decrease in weight, but for practical purposes, where the element of time required for making these determinations is important, a shorter time will suffice. It has been found by numerous experiments that the amount of moisture which a sample of coarsely ground meal will give up during two hours' drying at 102° to 105° C. (215° to 221° F.) is about 1½ per cent less than the total amount of moisture contained, so that for commercial purposes two hours' drying at the above temperature will yield results from which the total moisture can be estimated with sufficient accuracy for general work. It is necessary, however, to extend this time to three hours on days when the atmosphere is especially damp. Whenever immediate results are not absolutely necessary, it is much safer and more satisfactory to dry the sample completely; that is, to dry it until repeated weighings show no further loss. This commonly requires twelve to sixteen hours. After the samples have been dried they should be weighed again with all possible speed, as the meal readily absorbs moisture from the atmosphere upon being removed from the air-bath. It is best in all cases to make duplicate moisture determinations, as errors are likely to be made by even the most care-

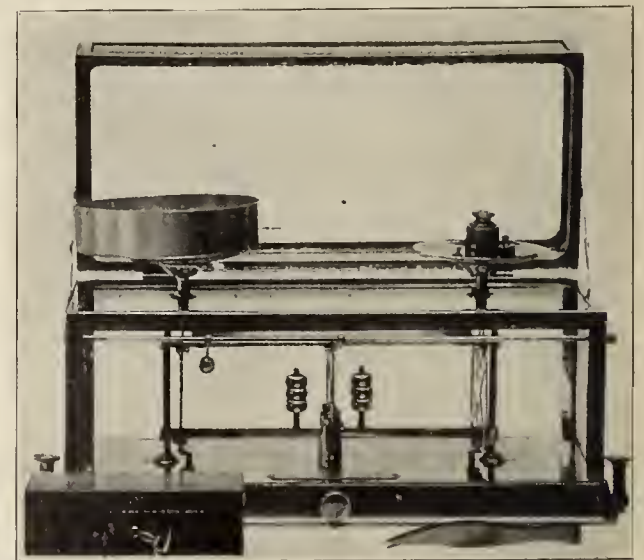


FIG. 2.—BALANCE FOR WEIGHING CORN SAMPLES.

Fig. 1.—Mill for grinding corn samples, with extra set of burrs and brush for cleaning mill after each grinding. This mill may be clamped to the edge of a table and is simple and strong. It may be easily taken apart for cleaning or changing the burrs. Fig. 2.—Balance used for weighing corn samples. This balance is surrounded by a metal frame set with plate glass, and is provided with a sliding weight on a fixed scale, so that the weighing may be done rapidly.

ful workman. These duplicates should be made from separate grindings of different portions of the sample. Where the results of the two determinations in the short-time drying differ by more than about 1 per cent a third determination should be made.

**Color.**—The percentage of color may be determined by simply counting out the number of kernels of each color in a fair average sample. At least 500 kernels should be used as a basis of reckoning.

**Damaged Grains.**—The percentage of damaged grains is determined by counting out the number in a fair average sample of at least 500 grains and reckoning the percentage of the number present. The damaged grain is considered to include all cob-rotten, bin-burnt, moldy, or otherwise unsound kernels.

**Broken Grains and Dirt.**—This determination should be made on the basis of weights; that is, by weighing out a definite quantity of corn and separating by means of the sieve mentioned above and by subsequent hand picking, all broken grains, meal, dirt, chaff, and foreign material of whatever

nature. This determination should be made on a reasonably large sample of corn—at least a kilogram (2.2 pounds). Where large scales are not at hand it is sometimes convenient to use the ordinary chondrometer or brass bucket employed in making the test weight per bushel of wheat, and the siftings and pickings may be weighed on the small balance used for the moisture work, and the percentage reckoned. The 5½-inch chondrometer holds about 1,800 grams (or 4 pounds) of corn.

#### CLASSES AND GRADES OF CORN.

The bulk of the corn crop of the United States is of the kind known as dent corn. The grain trade recognizes three distinct classes of this kind of corn, based on color. There are, of course, other colors of dent corn, but practically all commercial corn may be classified into "yellow corn," "white corn" and "mixed corn." There is not at present any great degree of uniformity as to what shall constitute the color limits of these classes, but the general opinion seems to be that the following would be satisfactory:

1. Yellow corn; at least 95 per cent yellow.
2. White corn; at least 98 per cent white.
3. Mixed corn; all corn not included above.

Of each of these three classes of corn there are generally made four grade divisions, numbered one, two, three, and four, with the addition of a grade known as "Rejected," or "No grade." These grades are theoretically made on the basis of considering No. 1 as perfectly sound, perfectly clean, and dry enough to carry or store for an indefinite time. As a matter of fact, the grade No. 1 is seldom or never used as a commercial grade of corn. The grade No. 2 is generally allowed to contain a small amount of broken grains and foreign material and a few damaged grains, No. 3 a slightly increased amount, No. 4 a still larger amount, and the name "rejected" or "no grade" is applied to such corn as is unfit by reason of excessive moisture, dirt or damage, to be admitted into the numbered grades.

The indefiniteness of the rules governing grades has made it difficult to compare grade requirements of different markets, and any changes found desirable from year to year for different conditions of weather and general quality have been made by different interpretations of the rules rather than by definite changes in the rules themselves. If, however, the methods outlined herewith are put into practice it would be possible to so state the grade requirements that they may be comprehended at a glance. For this purpose it is convenient to use a tabular statement like the following for showing the grade limits. This tabular statement is merely a way of showing in a condensed form the grade rules of a certain market for a certain year, that they may be readily comprehended and market standards compared. Assuming that the trade organization of a market adopts fixed limits for the grades recognized by it and publishes these limits in the ordinary rules for grades, these rules could be shown in a tabular statement something like the following:

Dent Corn.—Three classes: 1. Yellow corn; at least 95 per cent yellow. 2. White corn; at least 98 per cent white. 3. Mixed corn; all corn not included above.

#### Yellow Corn.

Grade No.	Maximum limits of—			
	Per cent of moisture		Per cent damaged	Per cent of dirt and broken grains
	Nov.-Mar.	Apr.-Oct.		
1.....	13	12	0	0
2.....	15	14	1	2
3.....	17	16	3	3
4.....	19	18	6	5

A similar table might be made for each of the other classes of corn, providing different percentages were used.

It should be distinctly understood that the grade limits in the above table are given merely for the purpose of illustrating its use. Just what these standards should be must be determined to suit local conditions or to suit the requirements of each

market or series of markets handling the same sort of grain, and they could be changed from year to year as occasion required.

#### INSPECTION CERTIFICATES.

It is difficult to fix the grade limitations in a way to do full justice to all cargoes graded. Were it possible to assign definite relative values to each measured element a score card could be made by which the cargoes could be rated, but the variety of uses to which any grain is put, results in a sliding scale of relative values, which renders the use of a general score card impossible. Definite grade limitations are absolutely necessary to secure uniform results. To compensate to some extent the injustice sometimes done by drawing sharp grade lines, it would seem desirable to have the inspection certificates show something more than the grade, actually given to any cargo of grain.

Such a certificate could show, in addition to the class and grade number of the cargo, its approximate condition as to moisture, damaged grain, broken grains, and, in case of mixture, the proportion of the colors present. A certificate of this kind would enable the prospective purchaser to select, in buying cargoes of grain, those which he could mix to advantage to secure certain results, or a seller might use such a certificate in placing his grain to advantage with customers having particular needs or special facilities for remedying certain defects. These certificates would in no way interfere with the maintenance of the present contract grades and might be of considerable assistance in dispensing with sample dealing.

#### THE FARMERS' POINT OF VIEW.

[Selections from the address of President J. C. Collins to the Farmers' Grain Dealers' Association of Illinois at its meeting in Bloomington on June 25. From the Bloomington Pantagraph.]

If the old-line grain men were organized merely to secure fair grading and inspection at the other end of the line; to correct some error at this end of the line and to do business on a fair margin which would insure to men a fair return on their value and time invested,—against such an association we have no complaint. But if, as we believe, they are organized to take more than an equitable margin, then we have a right to object. And here is the danger: if they had the power to fix what should be a fair margin, what is to prevent them from fixing an unfair margin, if there is no competition in the field? Is there any man or set of men whom you could trust absolutely to fix for you the price of what you buy or what you sell, provided he or they had no competition?

One farmer alone can do nothing, but many farmers united in a stock company can do much, and as a Farmers' Elevator Association we can bring a united influence to bear upon them. If any firm at the other end of the line is trying to hog us, through means of our association we can spot such a firm and quickly put it out of business. If, as I am sorry to say is sometimes the case, some of our own stockholders attempt to run bad grain in on us, we, by making fair rules and adhering to them, can let the dishonest farmer know that as farmers' companies we propose to protect ourselves against the dishonest farmers, and I am sorry to say all farmers are not honest; many of them are gentlemen, but some of them are as unfair as any grain trust possibly could be. And let me say this, if ever the farmers' movement fails in this great grain district of Illinois, it will not only be through the assaults of the old-line grain men, but also through the treachery and crookedness and short-sightedness of some of the men whom the movement has benefited. There are too many men, members of the farmers' companies, who are suspicious of their fellow stockholders and of the officers and managers of their company.

Reforms in the grain trade can only be brought about by friendly relations between commission firms and our local grain dealers. This association is for the purpose of correcting abuses and making reforms and should have the support of every fair-minded man. Even though mistakes are made daily, we should work for that which is best for

our interests and trade. Commission firms' interests are the farmers' interests, brought about through the numerous farmers' elevators throughout our country.

To those who are not members of this Association, I wish to say that you need to belong, for one reason is that if you have a difference with a receiver or railroad you have in this Association an arbitration board that can step in as peacemaker and arbitrate the matter with little expense, thereby saving the cost of going into the courts to settle or collect a small claim. But in making your complaints to either the board or to the officers be careful to give all the facts and be sure they are well founded.

There is no doubt but what you will know to your sorrow the conditions that exist between the farmers' elevators and the grain dealers who are members of the Grain Dealers' Association. The one purpose of this organization is to fight down those conditions and ill feelings which have been brought about between us and the commission firms through the Grain Dealers' Association. We do not claim to not make any money, but we do claim that the local dealers should buy on closer margins than have been taken heretofore.

Through your local farmer elevators you are in touch with the markets. Yet the Grain Dealers' Association has such a hold on the commission firms that some of them dare not bid us or they would be entirely cut off from receiving any of their grain. And since at present there are not enough of us to keep all the firms agoing, we are bound to run up against those that will not accept our shipments, but notwithstanding this there are firms which have in the face of this threat written us soliciting our shipments and which have in every way stood by us. These firms you all know, and can we throw them down now and take up with those which, during our fight, left us to swim or die, and now are around begging for our business?

Only by uniting our efforts in a coöperative association like this can we assure the safety of our numerous farmers' concerns and raise them to that height of perfection where there can be no chance of their destruction by our common enemy. This uprising of our honest and upright farmers, which I will say is only in its infancy, is termed by some the usual farmers' craze which will in a short time be spent, but I say that the time is not far distant when people will awake to the reality that we are here to stay and are steadily marching onward to the front. No obstacles that may be placed in our way can ever stop us, but instead will only strengthen us and make us eager for the fight. Let the motto of the farmer be this, in the immortal language of Webster, "Union and liberty, now and forever, one and inseparable."

#### TOLEDO SALVAGE FIRE.

The Toledo Salvage Company, operating a grain dryer at Toledo, O., suffered a loss of about \$9,000 on the building by fire on the night of June 19. The fire originated on the drying floors, and burned about 3,000 bushels of wheat, the only material in the house that could burn, and damaged a part of the drying apparatus.

The drier was at work on 3,000 bushels of wheat from Baltimore, salvage handled for the insurance companies, and the employes had dumped a quantity of the wheat on the fifth floor just before the fire was discovered, about 7 p. m.

The building is constructed of 26-inch brick walls, with steel and tile floors laid in cement. It was designed by S. P. Stewart & Son of Bowling Green, O., and was completed in September last. The drying plant proper is 35x45 feet on the ground and 130 feet high, with five kiln floors of 900 square feet each, designed and put in by Goetz & Flodin Company. The air that removes the moisture from the grain is heated by two furnaces and is mixed by two fans.

Since the fire the company write us: "We know that our building is practically fireproof; but we find we must have fireproof materials in it, otherwise there is a chance for a fire."

## THE P. - U. P. ENQUIRY.

The enquiry by the Interstate Commerce Commission on June 25-27, at Chicago, into the matter of the contract of the Union Pacific R. R. Co. to pay the Omaha and Midland Elevator Companies at Council Bluffs and Kansas City respectively the sum of 1¼c per 100 lbs. for transfer services at the terminals mentioned, was quite a snappy function.

It appeared that the enquiry was ordered by the Commission on the strength of information secretly obtained; and the hearing was opened by Judge Baldwin, representing the U. P. R. Co., who asked to see the complaints, and who, finding there was none of record, protested against his company being brought before the Commission to defend itself against "vague and indefinite charges."

"So far as this is intended as a criticism on the Commission," said Chairman Knapp, "we will have to bear it, with as much equanimity as possible. We decided, after hearing the complaint, to give the Union Pacific the opportunity to justify its arrangement with the Omaha and Midland Elevator Companies. The Commission is making this investigation for its own information," continued Mr. Knapp. "We are frequently compelled to pursue this course where the person supplying us with the information has insufficient evidence to warrant the filing of formal charges. We do not know that this company has violated the law, but we feel it our duty to inquire into the matter in the interest of public policy. If the practice of your company is legal then other roads may desire to do the same thing."

Whereupon J. C. Stubbs, traffic director of the Harriman lines, said: "Are we not to be given an opportunity to face our accusers? If we are charged with anything we want to see the complaint and present our defense in the regular manner. Is it possible for the officer of a competing road to go to Washington, take the Commission into a closet, make charges against this road and then have this Commission order an investigation and place the burden of proving our innocence upon us? I protest against this method of doing business. We have all the information you desire and are prepared to give it, but we would prefer to have our accuser come out and fight in the open."

Chairman Knapp replied that in the absence of written charges the Commission would appear as complainant; and ordered the inquiry to proceed. Gardener Lathrop acted as attorney for the prosecution, who rejoined sharply to Mr. Stubbs' protest.

J. A. Monroe, freight traffic manager of the Union Pacific railroad on June 25, told of the arrangements with the Peavey companies. He admitted that an agreement is in force by which his road pays to the Peavey companies at Council Bluffs and Kansas City, Kans., 1¼ cents a hundred pounds on all grain unloaded into Peavey elevators at those points. This, he said, amounted to \$5, \$6.25 or \$7.50 per car, according to the capacity of the car. This arrangement, he said, was worth while for the railroad company, but not remunerative to the elevator companies. Under all the circumstances, he said, the payments made to the elevator company should be considered reasonable and not discriminative against other transportation companies.

Frank Heffelfinger of Minneapolis, son-in-law of the late F. H. Peavey, and member of the partnership of F. H. Peavey & Co., testified at length. He admitted the existence of a contract between the company with which he is connected and the Union Pacific Railroad, and he considered the 1¼ cent payment a reasonable compensation. He went into the technical details of the grain business to show that the transfers were necessary and beneficial to the railroad as well as to shippers, and that the payment therefor by the U. P. Railroad was reasonable compensation. The elevator at Council Bluffs, he said, was built in July, 1899, and from that time up to May 1 of this year 23,000,000 bushels of grain were handled there. The receipts from that business were \$157,000 and expenses for operating the elevator \$110,000. The Kansas City elevator, he said, handled 12,329,000 bushels in the period of five years prior to May 1, the receipts being \$92,000 and expenses \$77,500.

Before leaving the courtroom June 25, Mr. Stubbs said: "Rather than build its own elevators, the Union Pacific Company had decided to pay Peavey & Co. 1¼ cents per cwt. for handling grain in the elevators at Council Bluffs, Kansas City and other points for the railroad. The same rate is paid by other railroads in Chicago for elevator service. In some places a rate of 2 cents is paid and in other places only 1 cent."

The session of June 26 was opened by Attorney Lathrop with a sharp criticism of Mr. Stubbs' behavior of the day before, who replied by an apology to the Commission and a protest that he had no thought of reflecting on the dignity of the Commission.

Among those who testified on June 26 was W. B. Biddle, freight traffic manager of the Santa Fe system, who said that the 1¼ cents per 100 pounds which the Union Pacific paid the Midland Elevator for transferring grain at Kansas City was practically a rebate, for the reason that it was more than a reasonable price for the service rendered, and the effect of the arrangement was to discriminate against competing roads. He said the Santa Fe paid \$2 a car, or ½ cent per 100 pounds, for having its grain handled by Kansas City elevators. He said that is a fair price for the service. In Chicago a charge of ¼ of a cent per 100 pounds is made for the same service. In St. Louis a charge of ½ of a cent is made.

W. C. Smith, traffic manager of the Missouri Pacific Railroad, said his company was unable to have its grain handled by elevators in Kansas City for less than the price paid to the Midland Elevator Company by the Union Pacific Railroad. He expressed the opinion that the charge was reasonable and much more economical than transferring grain by shovel.

Those who testified on June 27 were: Harry Gower, assistant freight traffic manager, C., R.-I. & P.; G. H. Crosby, assistant freight traffic manager, C., B. & Q.; Vice-President Darius Miller of the C., B. & Q.; and Chairman J. F. Tucker of the Central Freight Association.

Mr. Gower said it cost the Rock Island System \$2.05 to transfer a car of grain of any size at St. Joseph; at Peoria, \$2.50 to \$3.00; at Kansas City, \$2.00 to \$2.50, according to the size of the car; at Chicago, ¼c per bushel. He considered the transfer privilege a valuable one, as the transfer elevator gets the profit of the mixing. While the transfer of grain is expensive to the roads, the amounts paid by the Rock Island per car are apparently profitable to those who do the work. The Rock Island System had had an offer at Kansas City by a syndicate who proposed to put a 1,000,000-bu. elevator there if the Rock Island Road would pay the same rate for transferring grain that is paid the Midland Elevator Company by the U. P. Railroad, but the offer was declined; the road is getting the work done for less money. If the Peavey contract is approved by the Commission, all the other roads in Kansas City will be forced to pay the same amount or lose the grain of competing territory. If the contract is permitted, the transfer rate should be made public and uniform. The principle of paying shippers for loading or unloading grain is vicious.

On cross-examination he said a transfer charge of \$2.50 to \$3.00 per car is reasonable, as many persons are willing to do the work for that amount. He thought railroads ought not to own or operate elevators. Transfers of grain should be paid for only by the party that gets the benefit of the transfer. The Rock Island System pays no transfer charges, except on grain specially ordered by it to be transferred. There is no reason why an elevator should be paid for unloading its own grain any more than a miller should be paid for unloading his grain. Rock Island carries four times as much grain into Kansas City as it hauls east; it carries practically no grain east of that point that originates west of the Missouri River. The U. P. road ends at Kansas City; its grain also stops there. Rock Island transfer men claim they are at a disadvantage unless they can get the rate paid to the Peavey Company there.

Mr. Tucker said the allowance by the Central

Traffic Association to private elevators for transferring grain is uniformly ¼c per bushel; no allowance is made to the public elevators. If grain is billed on a through rate, the elevator is allowed the ¼c.

Mr. Crosby of the Q. said the cost of transferring a car of Q. grain at Kansas City is about \$1.50 by shovel. The Q. at Kansas City, like the U. P., is terminal proposition, and the road controls but a small part of the grain going east. The Q. pays no transfer charges in the interior, except at Burlington, where 1c per 100 is paid. At St. Louis again it is a terminal proposition. At Kansas City the Q. has a contract with the Harroun Commission Company to transfer grain ordered by the road to be transferred, paying therefor \$1.75 per car, with the proviso that if transfers are made by others for less than \$1.75, the Harroun Company shall accept the same lower price. The Q. pays no transfer charge on grain that shippers or receivers want transferred. One of the inducements to build transfer elevators is the opportunity to get the mixing profits such elevators enjoy. He thought that if the Peavey contract should be legalized, the Q. and other roads would be forced to make the same arrangement. The 1¼c transfer payment is, in part, a rebate, he said; and he thought the practice of paying it a bad one, as the elevator gets more benefit of the transfer than does the railroad.

He said the payment of 1c per 100 at Burlington is made necessary in order to get eastern cars at Burlington that the Q. could not get at the Missouri River, and also by the fact that the Peavey Company is paid 1¼c at Council Bluffs. The transfer allowance is an advantage to the buyers of grain who get it, and it amounts to a rebate, because the elevator gets pay for services rendered to itself that is not given the miller, for example. The rate pays the charge, but as the transfer charge is paid to the man who pays the freight, he doesn't, in fact, pay the rate—the elevator does not pay the published freight rate.

Mr. Crosby was asked by Commissioner Knapp why the Peavey companies do not buy grain on the Q. lines, to which he replied that they have no facilities on these lines. On conclusion of Mr. Crosby's examination, Mr. Heffelfinger was recalled to explain the same point. He made the same answer that Mr. Crosby did; and went on to explain the economies of the "line elevator" company system. He said that all firms bid Nebraska dealers on the U. P. road.

Mr. Miller of the Q. said without reservation that he considered the 1¼c allowance to the Peavey companies a rebate in fact, and that it gives the elevators a monopoly of the grain in the U. P. territory. The Q. payment also to Harris & Co. at Burlington, is excessive, but it must be paid to equalize the Harris & Co.'s competition, which is also the Q.'s competition. At East St. Louis the Q. operates a transfer elevator at ¼c per bushel, including ten days' storage, and preserves the identity of the grain and is making money in the business—\$15,000 last year. The Q. pays nothing for transfers at Kansas City and Council Bluffs because the connecting lines assume the charge. At Council Bluffs all the other lines but the U. P. give free transfers. The Q. transfers grain at Council Bluffs free into its own cars, and guarantees to release U. P. cars by transferring grain into Q. cars as fast as received—will contract to handle U. P. cars of grain in any number on those conditions. The transfer can be made at Council Bluffs for \$1.50 per car by shovel, and an elevator ought to do better than that. The transfer is not necessary when grain comes in from the U. P. road in cars of connecting lines east, as the grain is routed eastward over the line indicated by the initials of the car, the tariff being the same over all the lines. The grain is, however, transferred there for the benefit of the Peavey Company.

Mr. Miller said the effect of this kind of arrangement was to force the independent grain buyers to sell to the terminal elevator; it narrows the competition for the grain, but so far as he had been able to discover he did not think it had been at the expense of the grain grower. Arrangements

like the one under consideration, are, he said, at the bottom of the "line elevator" company system. All the grain roads are responsible for its existence—he did not know when or where it originated. The Peavey contract at Council Bluffs is responsible for the Harris & Co. contract at Burlington; and ultimately the independent buyers have to sell to the line companies. He admitted the line company system is probably a benefit to the grain grower, but not to the railroads, which ought not to pay so much for transferring grain—any allowance out of the rate is wrong.

At the conclusion of the evidence, it was arranged that the case should be argued orally at Washington in September, both sides also filing printed briefs.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Injury of Workman on Elevator From Use of Alleged Rotten Rope.

A man working on a swinging platform and making some repairs upon the outside of a grain elevator, got a bad fall by one end of the platform giving way. He sued for damages, claiming that when he made the contract to do the work he stipulated that the foreman of the elevator company should furnish him with the necessary tackle and ropes with which to suspend his platform; that, among others, the foreman handed him two ropes with which to make straps to be attached to the crosspiece nailed across two windows in the building, seventy feet or more from the ground, to which he was to suspend his platform. These ropes he examined, unwinding the ends of one piece and untwisting it in the middle so as to examine it, then restored the rope to its original condition, seasoning each end, and with it made a round turn on the crosspiece, knotted the rope in such a way as to leave a loop, in which he fastened the tackle with which he elevated or lowered his platform or scaffold. He claimed this strap was affected by a dry rot peculiar to ropes used in and about grain elevators, of which he was ignorant; but which was commonly known by elevator employees, and should have been known by the foreman; and that the company was negligent in furnishing him with a rope thus affected, the breaking of which, without fault on his part, rendered the company liable to respond in damages for his injuries, which were severe.

The company, on the other hand, denied any neglect. It denied that it agreed to furnish suitable ropes. It denied further that the rope furnished by its foreman was defective, but insisted that the trouble was that a knot tied in the rope by the party himself was not properly tied and slipped, thus causing the accident.

The trial judge, in instructing the jury that the company was entitled to a verdict, said that he did not think that the party suing had shown the existence of such decay in ropes used in and about the elevator and the common knowledge thereof by elevator men as would render the company liable for neglect in not knowing this strap was rotten, because there was no testimony showing the length of time necessary to cause this condition nor that this piece of rope had been exposed to the effect of elevator dust long enough, or so that this decay or rotten condition might or should have been expected.

The Supreme Court of Michigan, in affirming the judgment of the lower court, says (McGregor vs. Grand Trunk Elevator Co., 89 Northwestern Reporter, 332) that if the party suing, who had pursued a business for seventeen years, where he used a rope for like purposes and where his safety depended upon the strength of the ropes he used in suspending his scaffold, was not negligent in discovering the trouble with his rope and in the use of it, the court does not see how the company could

be regarded as negligent because its employe who furnished the rope did not have any knowledge of any defect in the rope and when the record did not show anything in the nature of his employment which would make it likely he would know whether a rope which appeared strong was in fact afflicted with dry rot.

### Elevator Business Not Interstate Commerce.

The third appellate division of the Supreme Court of New York describes the case of People on the relation of the Connecting Terminal Railroad Company vs. Miller (82 New York Supplement, 582) as a proceeding to review the determination of the comptroller of the state in declining to make a revision and readjustment of an assessment made by him upon the franchise or business of the relator company, based on its earnings for seventeen years ending June 30, 1899. The validity of the taxes based upon such assessment was challenged only on the ground that the law authorizing them was in violation of the provision of the United States constitution which gives to congress the power to regulate commerce among the several states, the claim being that all the earnings upon which the taxes were based were derived by the company from interstate commerce.

The company was organized in 1881 under the New York act to authorize the formation of railroad companies. It owns a piece of land fronting about 1,650 feet on the Niagara River, in the city of Buffalo, upon which it has a grain elevator and freight warehouse and several lines of railroad tracks. These tracks are used to afford facilities for access to its elevator and warehouse by cars owned by other companies and for loading and unloading such cars. It owns no engines, cars or boats. Its entire business is transacted in Buffalo, and consists in loading, unloading and storing grain and other freights, which, on the one hand, come from places outside the state and are destined to points in the state or elsewhere, and, on the other, which come from points in the state and are destined to places in other states. It handles no local freight. All its receipts are from such business, and come from the payment to it by the several companies who employ it of fixed charges per bushel on the grain handled and a fixed rate per ton upon the package freight, which charges include the elevator service and the use of the yards for car storage and car service over its tracks. These charges also cover a ten-day storage privilege, and for freights remaining longer than that an additional storage charge is made. The shortest storage period is about ten days, and the longest about three months. This work is done by the company for various railroad and other transportation companies having terminals on Buffalo harbor.

Taking the Munn case (Munn vs. Illinois, 94 U. S. 113) as an authority, the court thinks that it would appear reasonable to say that while the business of the relator company was incidentally connected with interstate commerce, yet its business is not of itself such commerce. It simply performs services all within the state, with the facilities which it has, upon the employment of companies engaged in commerce between the states. Suppose it owned the docks where the boats from the lakes tied up and discharged their freights before being transferred to other carriers, would the charges for wharfage be earnings from interstate commerce? Or, if it owned trucks which were employed in carting interstate freights from one dock to another while in transit, or from the terminals of one transportation company to the terminal of another, both in the state, would its charges for such services be such earnings? It seems not, if the Munn case is to be regarded as an authority. Yet the services which it renders are of a kindred character to those mentioned.

Mr. Justice Chester, who delivers the opinion of the court, adds that he has grave doubts as to the correctness of this conclusion; yet, as the United States Supreme Court is the final arbiter upon a question such as is presented here, until that court departs from the doctrine laid down in the Munn case he thinks it should be followed. And he states that it may be said that the conclusion reached

finds some support in People vs. Knight, 171 N. Y. 354.

Justices Smith and Chase dissent from confirming the determination of the comptroller.

### ERIE CANAL CAMPAIGN.

The enemies of canal improvement in New York who include fifteen up-state Senators who are issuing a vast amount of literature on the subject, are again bringing forward a proposition that if any canal is to be built it should be a ship canal. The cost of such a waterway would be so immense, and there is so little likelihood that the government would make the expenditure, that the ship canal scheme is considered a mere decoy to prevent the building of the proposed 1,000-ton barge canal between Lake Erie and the Hudson River.

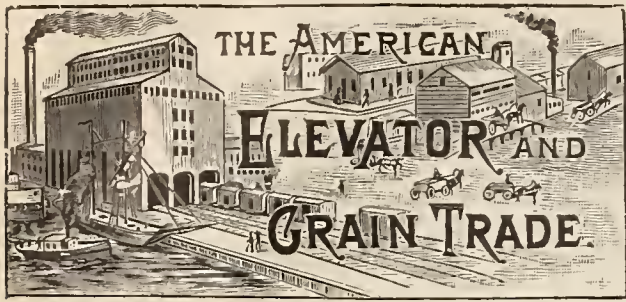
The Canal Improvement State Committee has made a reply to the argument of the fifteen anti-canal Senators and pointed out that a ship canal would require a depth of thirty-five feet with corresponding size of lock. It would furthermore require an entire reconstruction of the channels between the lakes and of the harbor work in all lake cities. The committee states that if congress would ever consent to undertake a work of this magnitude, which is highly improbable, it would be a signal for demands from all parts of the Union for the execution of works of similar character, in favor of particular localities. It is further pointed out that it would be absolutely impossible to combine into one the types of vessels suitable for ocean, canal and lake travel. Andrew Carnegie said not long ago it would never pay to run big ships from Buffalo to New York through any canal, and the committee thinks Mr. Carnegie's opinion worthy of consideration.

The outlook is that at the election in the fall the people will approve the proposed \$100,000,000 expenditure for a barge canal. Nevertheless, New Yorkers have not forgotten the flagrant corruption of a few years ago in the expenditure of sums for canal improvement, and the opponents of the proposed thousand barge waterway are shrewdly asserting that votes for the proposed expenditure open the way for further canal steals. But the canal advocates point out that the act passed by the legislature, and to be submitted to the people next fall, contains stringent regulations formulated by Major Thomas W. Symons, Corps of Engineers, U. S. A., and designed to prevent fraud and waste. Under its provisions the work is to be divided into suitable sections, each of which shall be under the charge of a resident engineer, with assistant engineers and inspectors, all to be appointed by the state engineer. The act gives the Canal Board full power to assume the direction and control of the work when it appears that the quantity of any item of the work is unduly overrunning the engineer's estimate, and provides further for the appointment of a board of expert civil engineers, to be named by the Governor, to advise and aid the State Engineer and the Superintendent of Public Works and to exercise general supervision over the work.—New York correspondent Philadelphia Public Ledger.

Broom corn in Oklahoma promises now to yield a heavy crop. The acreage is very large and stand perfect.

The new feed "molasses grain" is getting to be popular with livery men and cattle feeders in Pennsylvania.

A pleasant excursion was given delegates to the National Hay Association at Chicago, Ill., on the afternoon of June 18, by Rosenbaum Brothers. On that date the Chicago commission firm provided a special train on the Belt Line Road and a trip was taken about Chicago, visiting especially the grain elevator district along the Calumet River at South Chicago and Rosenbaum Brothers' elevators at South Englewood. A stop was made at the latter place to allow an inspection of this modern house. The start was made at 1:30 p. m. and the train returned at 5:30 p. m. A very elaborate luncheon was served on the trip, and it proved one of the pleasantest excursions of the three days' sessions.



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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1903.

Official Paper of the Illinois Grain Dealers' Association.

### NEW WAY TO PAY REBATES.

The protest of Mr. Stubbs, traffic manager of the Harriman railroads, that the Commerce Commission went out of its way to investigate a charge against the Union Pacific of paying rebates not made in writing, was particularly unhappy, as the gentleman himself very quickly saw. The Elkins bill having made the payment of rebates serious business, both for the roads and the beneficiaries, it is evident that information of such payments must as a rule reach the Commission, if it reaches the Commission at all, by sub-rosa channels.

It is notorious in railway circles that various devices are now resorted to by certain traffic men to continue this pernicious practice. The lumber roads, for example, have a way of paying to the logging or "tap" road a part of the through rate, which, because it is really paid to the lumber company, practically amounts to a rebate, it is claimed. The payment by the U. P. and other roads for transfer services, being made to the elevator operators on their own grain, is another form of rebate—so the railroad men who do not pay maintain.

This was the question at issue, against the investigation of which Mr. Stubbs protested because no information had been filed in writing. In Texas a manipulation of the milling-in-transit rates seems to accomplish the same purpose; and so on.

Are these devices rebates within the meaning of the law? This is a fair question that has yet to be judicially passed upon. It is a very important question, too; and the Commission must be commended—and this may be said without prejudice to the elevator com-

panies involved in the discussion, who must be presumed to be acting in good faith—for their energy and promptness in taking up the question.

### VERITABLE GRAIN INSPECTION.

Expert Carl S. Scofield, in a pamphlet from which has been made a liberal extract on pp. 22 and 23, the "Essential Elements of Grading Corn," has given a rude bump to the familiar doctrine that grain inspection is a matter of judgment only. The late S. H. Stevens, flaxseed inspector at Chicago, long ago dispelled that delusion to the satisfaction of everybody excepting the grain inspectors; and now Mr. Scofield has repeated the demonstration that grain can be scientifically inspected if official inspectors want to inspect in that way.

That Mr. Scofield's method and apparatus are entirely practicable in working inspection departments handling immense quantities of grain, we do not, fortunately, have to rely solely upon Mr. Scofield's theory that they are. With characteristic energy and purpose to reach the highest standard of perfection in his department, Mr. John D. Shanahan, chief grain inspector and weighmaster of the Buffalo Chamber of Commerce, invited Mr. Scofield to Buffalo, where for ten days or more prior to July 1 he conducted a series of experiments with his apparatus for determining in the regular course of the department's business the moisture content of grain; and so satisfactory have been the results of these experiments that Mr. Shanahan has asked the grain inspection committee of the Chamber for authority to install such apparatus in his office, believing that with it he can get the grain trade in his market to talking about percentages of moisture in grain, and particularly in corn, and thus do away with the use of such indefinite terms as "good," "fair" and "poor" in reference to the condition of grain, these being obsolete, now that Mr. Scofield has almost definitely fixed the danger line of moisture in corn for the different seasons of the year.

Mr. Shanahan goes still further and recommends the use of the Scofield method and apparatus to country shippers as invaluable to them for determining the condition of the grain handled by them; and it might be added that with the further use of a scientific grain drier the country shipper should now be able both to determine accurately the condition of his grain and to condition for market such of it as may be off.

### GRAIN TRADE RULES.

Not the least important work of the Grain Dealers' National Association is the formulation of trading rules. Taken in connection with its system for hearing arbitration appeals, the general adoption and use of the Association's trading rules by grain dealers would be of inestimable value to the trade in paving the way for the abolition of law suits. In establishing by rule uniformity and definiteness of contracts for all interstate trades there would be avoided the conflict of state laws that makes differences between parties to a trade located in two states always so difficult of settlement, by the practical creation of a uniform national law applicable to all grain trades.

The rules now are in excellent form; but it has been suggested that in some particulars they may profitably be amended. And while the committee is at this work it could and will consider suggestions in that direction from the trade that may be sent to C. A. Burks, Decatur, Ill., chairman of the rules committee.

### ONE EFFECT OF MIXING.

While it is probably true that the practice of mixing grain at the terminal elevator has had some effect to bring the farmer a better price for his off-grade stuff than if such mixing were forbidden, as some farmers would have it, the practice certainly is an aggravating one to the miller; and a milling contemporary professes to have observed that millers in the middle west are trying to avoid the necessity of relying on the big mixing elevators for grain by enlarging their own elevator capacity and buying, so far as they can, from farmers direct.

It also professes to see in this condition of things one of the reasons for the increasing number of farmers' elevator companies. In this our contemporary is probably mistaken. The average farmer-elevator farmer is not deep enough in his think-tank to see the possibilities of hoarding selected grain in an elevator to sell it unmixed to millers and get the premium they would willingly pay for it. One of the burning questions farmers' elevator managers everywhere and every day have to meet is, "In buying grain is it necessary to take 'truck' and 'rot' at the same price as grain?" The average farmer is just as ready to unload his "rot" from the middle or bottom of his wagon into a farmers' elevator sink as he is into John Johnson's.

But there is a hint in the subject that might be worth while to a shrewd independent elevator man properly located to work the idea.

### ILLINOIS AND MICHIGAN CANAL.

The enemies of the canal—or the political enemies of Gov. Yates?—have succeeded in obtaining from a Springfield judge an injunction that will prevent the I. and M. canal authorities from using any of the appropriation in aid of the canal made by the last legislature. As a litigant with experience once said, there is no use, in this case, swearing at the court, as the bench always has the advantage in the repartee, and trying to conceal one's contempt of the court is often expensive; but it certainly does seem the height of absurdity for the state to be compelled to abandon for want of trifling funds so valuable real property as the Illinois and Michigan canal, not to mention its value to the public as a check on railway rates in northern Illinois.

It was of course at once inferred that the canal would be immediately closed by the commission and indeed its closing was announced a few days after the granting of the injunction; but it is now understood along the canal that it will be kept open if the grain dealers will make use of it and pay its tolls. While to grain and lumber dealers the canal has been invaluable as a curb on rates, it must be confessed that neither have done their entire duty by the canal. As was predicted that they might, as

long ago as 1877-1878, at a public meeting at Ottawa "to save the canal from its beneficiaries," at a time when the Rock Island road, for the first time in its history, began putting in sidetracks to canal elevators and "making rates" to get the grain, the grain and lumber men along the canal have since then largely shipped by rail in preference to the canal, for obvious reasons; and they now find that, as then was also predicted they would, the canal is "up against it." When it is closed, rates will probably advance, and the benefits of the past may be repaid by the trade with interest.

If, however, the grain on the canal will now contribute to the canal's treasury, and the commissioners shall treat the canal funds with common decency; dismiss all supernumeraries and handle the canal as a trust and not as a graft, it may be possible to keep it open through this season, or until the supreme court shall have given it a hearing.

### GOVERNMENT INSPECTION.

The "American Elevator and Grain Trade" is pleased to be assured by most excellent authority that the Agricultural Department does not encourage and gives no countenance to schemes for government inspection of grain, such as the McCumber bill. The department is content, at this time, at least, to rest with recommending to inspectors and the public the methods and apparatus devised by Mr. Scofield and referred to at length in another place, and his opinion that the scientific and uniform inspection of grain is entirely practicable on the largest scale.

This is a valuable service, entirely in line with the province of the department and the spirit of its present administration, and goes as far as most men in the trade would care to have the government interest itself in this matter. However, it now behooves grain inspectors and exchanges and state boards in control of inspection to put the department's methods to a practical test in the course of regular business or be estopped from complaining should the government hereafter, in the face of their neglect, elect to go still further than it has.

### RAILWAY DUTY TO GRAIN.

The Interstate Commerce inquiry referred to in another place suggests to the "Railway Review" an interesting line of inquiry as to railway responsibility in the handling of grain. "The chief value of the investigation," says the "Review," "will be the directing of attention to the fact that as at present conducted the railroads manage to avoid a certain responsibility in connection with grain traffic, which as carriers properly belongs to them. A common carrier is obliged to provide the necessary facilities for receiving, transporting and delivering all articles which are in proper form for transportation. If, as is the case in some sections of the country, it were the universal practice to transport grain in sacks, there would be no question as to the duty of the railroads to provide suitable houses for the protection and handling of same. When, therefore, in lieu of sacking the railroads elect to receive and transport grain in bulk, there is no apparent reason why they should not supply the necessary conveniences for that service.

The fact that the Union Pacific pays one and one-quarter cents per hundred pounds for this service at Kansas City and Council Bluffs indicates that they realize the obligation. Its official declaration, however, is another thing. To admit the proposition would compel the construction and maintenance by the railroads of elevators at all stations where bulk grain was shipped in sufficient quantities to warrant such an outlay—a proposition that the railroads would strongly oppose." But what about the elevators the railroads do build for this very purpose, but lease for operation to private companies?

### SACK QUESTION IN MISSOURI.

The wheat sack question has become a live issue in Missouri, now that Missouri dealers have begun to organize—to be in the world, so to say. The complaint is made that the commission houses in St. Louis who loan sacks loan them to farmers with the expectation of getting the grain direct and thus taking it from the regular dealers. Secretary Stibbens of the Grain Dealers' Union, now organizing the state, after a careful investigation of the matter, finds, as he frankly tells the dealers, that "the most trouble exists among the dealers themselves." True, the bag loaners of St. Louis, bag houses and commission men, do loan bags to other than regular grain dealers. But except in rare cases it is only through their own agents at Mississippi and Illinois River points where there are neither railroads nor regular dealers. Now, admitting, as we must, that bags are necessary in many parts of Missouri for marketing wheat, the proper way to get rid of this tax on the dealers is for them to get together, and, as Mr. Stibbens suggests, establish regular sack-renting stations or depots with a uniform rental fee per season or month. The trouble is in Missouri, as elsewhere, and there's no use disguising the fact, the sack nuisance is simply an outgrowth of the almost universal attempt of dealers to over-reach each other, with, of course, the inevitable failure to do a good job. Therefore, the only way for each to avoid this tax is for each to himself stop loaning bags for nothing. And it must be apparent to the dullest that unless dealers do help themselves it cannot be possible for any secretary to assist them in stopping the practice.

### WHY COMMISSION MEN OBJECT.

The "knocker" type of farmers' elevator companies assume that because respectable commission houses at the terminal markets refuse to accept their business, therefore the commission men are in a combination with the regular grain dealers to prevent them from doing business. The assumption is a forced one and wrong. The commission men are anxious to do all the business possible.

But, in the first place, they object to "knockers" on general principles. All really sane men do—they are such uncomfortable people to meet; they are never satisfied with anything, even the best, and want to hog the whole cheese, including the parings. In the second place, the experienced commission man knows that when an elevator company starts in business with the avowed intention of doing business for nothing,

that always means doing it at a loss; and continued losses mean bankruptcy. No commission man who has plug-horse sense covets the account, with the duty of making cash advances, of a man, firm or company that publicly declares its purpose to end its business career in the bankruptcy court or a receivership.

No farmers' company that does business on business principles ever can have any complaint to make of reputable commission houses or of their regular grain dealer neighbors; but those farmers' companies, as well as individuals, who start in by announcing their purpose "to do up" their neighbors, generally end by doing up themselves, as well as the commission men who deal with them, and while doing both are an unmitigated nuisance to commission men, regular dealers, transportation companies and every one else, and are legitimately treated by all as the pirates of the trade.

### IS IT A BENEFIT?

Judge Baldwin, representing the U. P. R. R. at the Commerce Commission inquiry into its contracts for making transfers of grain at Council Bluffs and Kansas City, several times put the interrogatory to witnesses whether the "line company" system is not a desirable evolution, beneficial to the grain trade and grain growers. The railroad men naturally replied that it was.

They were also frank enough to admit that they are responsible for its existence. The "line elevator company" and the "elevator with special transportation privileges" have been synonymous terms. Railroad men now admit even that—having discovered that the privileges granted come out of their own treasuries. In the division of benefits the evolution has been, then, to give the line companies a monopoly of the grain of the line; and the railroad has, of course, had fewer patrons to deal with and fewer complainants to conciliate, which is an advantage from a railroad man's point of view—he doesn't like to be bothered; and apparently his treasuries have paid well for so much annoyance as he has escaped; and the line company has not suffered thereby.

It is not so clear that the grain grower has enjoyed any like benefits. It is true competition has remained sharp for the grain; but except when the line company has had to have the grain prices have been those made by the competition of the independent dealers and limited only by what they could afford to pay—the direct advantages the line company enjoys, as well as the profits of mixing in transit, have gone into its treasury and not into the farmer's stocking. The line company is no fool. It has no idiotic notions, like that which often invades the cranium of certain independent dealers, that it can make money by deliberately throwing away its profits. The line company as a rule gets rich; the other fellows—sometimes.

The latest trust buster is O. F. Henkel of Holden, Minn., president of a farmers' elevator company, who wants to beat the commission men by syndicating all the farmers' companies in Minnesota to operate one commission office. And yet these companies can't understand why the commission men don't fall over themselves and cut their old friends in order to get the farmers' business.

## EDITORIAL MENTION

Help the secretary and he will be able to help you.

This fine corn weather keeps the bulls and bears guessing.

The government report was bullish; so, for a wonder, is Jones.

New York has actually been deserting lithographs for grain of late.

In spite of very low ocean rates, grain exports lag. Are the prices too high again?

The annual meeting of the Grain Dealers' National association will be held at Minneapolis on October 6, 7 and 8.

Nebraska and Kansas dealers with flood-damage claims are setting a laudable example by expressing a willingness to arbitrate with the railroads.

The old line companies are still pushing up insurance rates; but you don't have to pay them on all you carry. Give the mutuals all they will carry.

H. G. Miller has been elected to succeed Mr. Bewsher as secretary of the Nebraska Grain Dealers' association; headquarters, Board of Trade building, Omaha.

Is Kansas to go against a car famine again? Railroad men say already: "We have to have more cars, but where they are coming from I don't know." Fine prospect!

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will hold a summer meeting at the Summitt House, Creston, Iowa, on July 31, at 2 p. m.

By an oversight in the June issue, "Uncle Bob's" interesting letter failed to receive its proper credit to the Nash-Wright Company's circular. Uncle Bob will please accept apologies for the apparently unceremonious translation.

Programs of the meetings of the South Minnesota-South Dakota Association at Minneapolis on July 15, and of the Wisconsin Association at Milwaukee on July 22, will be found on pages 18 and 19. Two interesting meetings are assured.

The farmers' elevator companies are beginning to complain of discriminating rates, etc. Perhaps if they can stay in business long enough, they will discover that, as the regular dealers have, those who have pudding can't have pie.

If it is objected that much space is given to farmers' elevators and the queer lucubrations of their more or less heated proponents, as in the case of President Collins, it ought to be a sufficient rejoinder that the best defense against one's enemy is to know what it is doing and

trying to do. Knowing that one's own course may be safely chosen. With such view, the "Farmers' Point of View," page 23, is respectfully submitted as the studied remarks of a man who has worked himself into an unnecessary passion.

Geo. J. S. Broomhall's "Corn Trade News," Liverpool, will please accept our thanks for diagram of British imports and production of wheat since 1845. From this it appears that the maximum of importation was in 1902 and of production in 1863.

It now transpires that the foundations of the Peavey concrete elevator bins at Duluth, which recently gave way under their loads of wheat and flaxseed, having been laid on an old fill of a channel, had settled three and a half inches. The failure of the bins, which certainly was unexpected and inexplicable, is not now surprising under the circumstances. The owners' faith in the virtues of concrete is not shaken, it seems, by the failure of their bins, the foundations of which will be strengthened before rebuilding them of the same material.

The Appellate Court of Indiana reversed a judgment for \$962, recovered in a lower court by Franklin P. McKinley from the L. A. Kinsey Company and W. C. Lancaster at Converse, Ind. It was a case involving the common plea of gambling, but the court said the statute only authorized the recovery of money lost in gambling by betting "on any game or betting on the hands or sides of such as play at any game," and the operations of a bucket shop, he said, were clearly not a "game." Perhaps the court hasn't tried it to his entire satisfaction.

The new warehouse law of Wisconsin was ostensibly framed to throw further safeguards around the utterance of warehouse receipts for grain in that state and to prevent fraudulent over-issues thereof. It requires that operators of elevators in that state shall maintain offices in the state wherein records shall be kept of all grain or flaxseed stored and shipped, etc. The law appears in full in another column. But, as the law expressly says (Sec. 7) that it shall not affect the law of 1899, on the same subject, neither bankers nor elevator men are able to see that the new law is anything more than a bit of buncombe that would not have appeared on the statute book but for the absurd fight of Superior for control of the inspection—a sort of sop to that Cerberus, so to say.

Superior, Wis., having for the present abandoned her extraordinary efforts to substitute Wisconsin for Minnesota inspection, with a persistence worthy of a better cause, is now getting ready to hold up the grain elevators by taxing them out of existence, or at least out of Wisconsin: "either they must recognize the recently enacted warehouse law and the Wisconsin grain inspection law of 1895, or pay heavy taxes on their grain in store," is the new slogan. It is therefore proposed to mulct the elevator owners on \$4,500,000 of grain in store on May 1 on which the tax would be \$112,500. The "Hundred-thousand Club," which seems to be back of all this studied raid on

Superior elevators, ought to be sent to the asylum for a while, in the effort to get them back to sanity, at least on this grain question, which they most persistently and maliciously misunderstand.

The Buffalo Chamber of Commerce has resumed its weighing service at the Buffalo transfer elevators after a suspension of two months. The resumption will be under the tally system; that is, the Chamber's weighers will check the weights of the elevator's weighers. This system was objected to by the elevators in question; but as they have finally acceded to the Chamber's demands, no further difficulty need be anticipated in that quarter; while the system itself, carried out, as it will be, in good faith, ought to make Buffalo weights as fair and honest as any in the country.

There is a growing suspicion in the West that there is a leak in Statistician Hyde's crop report bureau, but the remarkable agreement of so-called "tips" with the report on its appearance may be merely a coincidence. Mr. Hyde has himself, we believe, denied the possibility of leaks, owing to the way the final figures are arrived at; and in the absence of different facts, he is entitled to credence. However, as the reports are not regarded in America as of supreme value or authority, their market influence is so exceedingly ephemeral that there is little profit in losing sleep about it.

The courts of Chicago have twice during the past thirty days encouraged grain shippers by deciding that stealing grain from railway cars is a crime. A South Side justice fined two women \$5 each for buying grain from boys who stole it from cars, while in Dauphin park a 14-year-old boy was held for trial, charged with breaking grain car seals on the I. C. road. This is a hopeful sign. It is of course a thankless task, criticising the rulings of petty courts; but it is not impertinent to remind them that juveniles are not trained to be honest men by winking at their misdemeanors, much less their crimes, nor by slobbering over youthful law-breakers with mawkish sentimentality. "Spare the rod and spoil the child" is as sound a rule of household discipline now as it ever was, however unpopular it may be with a certain type of school house moralists.

The case of the reconsignment charge of \$2 per car made at Kansas City and St. Louis, Mo., which was sought to be abolished, the supreme court decided on technical grounds, holding that *quo warranto* could not be invoked in proceedings to vindicate private rights or to redress private grievances. But as appears from a brief of the decision in the Railway and Engineering Review, the court went further and said that it was unable to "concur in the view that because the statute imposes additional duties upon initial carriers to those incurred by contract, whether expressed or implied, therefore it in any way deprives the railroads of the right to assess and collect a reasonable compensation for such extra work. There is nothing in the expressed terms of that statute requiring a free delivery to elevators, or elsewhere, after being placed on the holding track,

nor can such duty be implied from the language used." The courts seem to be disposed to uphold the right of the railways to charge for extra service at terminal points, the two-dollar-per-car terminal on live stock at Chicago being a case in point.

The Society of Equity of Indianapolis, which has "viewed with alarm" the arbitrary fixing of prices by various wicked combinations, was so much encouraged by its own performances in that same line that during the June bulge in wheat it felt justified in remarking publicly that "the Society did it," because on its advice the farmers were holding back their wheat, and therefore the price was rushing to the equitable dollar limit; and just as the ink on the bulletin was beginning to get dry, it rained in the Northwest, and within four days  $4\frac{1}{2}$  to 7 cents were taken off the price of wheat. "I'll blow you out," said the wind to the moon."

Southern grocers, receivers of grain and hay, recently adopted at Mississippi a protest against the new system of the Shippers' Club, requiring spot-cash payments and acceptance of stipulated inspection. They say, "it's against our interests." But our southern friends should consider. Theirs is not the only interest; although it is true they have been playing the game on that basis until the shippers' patience and good temper are worn out. The South must get up to date and deal in grain on the accepted commercial basis: spot cash; stipulated inspection and weights. Life is too short to go back to approved Southern interior methods.

It is believed the recent German parliamentary elections, at which the socialists gained votes heavily, will materially modify the radical tariff program of the late Reichstag. The Agrarian defeat is looked upon as decisive. The worm has turned; and the laboring classes and city voters, who pay the taxes that enrich the Pomeranian and other landlords of the barren northeast provinces of the Empire, have apparently asserted themselves. The late Reichstag, by resolution, conferred upon the Emperor authority to declare the law operative and to annul the existing commercial treaties at any time after giving the proper notification. But the officials at Berlin now express the belief that the Reichstag just elected will again take up the tariff bill and the obnoxious clauses against American imports, with a view to either modifying them or repealing the excessive rates entirely.

Weighmaster Foss of Chicago has published a supplement to his former pamphlet on "Scales, Estimating and Coopering," which he entitles "Facts and Factors in Accurate Weighing," and which is illustrated by twenty-five to thirty half-tones and various line drawings of scales, scale parts, pits, etc. While the pamphlet is in no sense a recommendation of any "Best Scales," it is a dissertation on the subject of erecting wagon, track and hopper scales, in order to get the most accurate results and longest service, together with directions for their operation and care. As the work of a

disinterested expert, intent only to give the grain trade in this form the concrete results of his long and extensive experience, Mr. Foss's little book of fifty pages is a veritable vade mecum which every grain dealer should possess and study carefully. With characteristic generosity, Mr. Foss is giving away the beautiful and expensive pamphlet to all grain men who will ask him for it.

The "American Elevator and Grain Trade" has been informed that certain good people, friends of one or more of the several defeated candidates for the secretaryship of the Illinois Grain Dealers' Association, think they can see in the recent editorial on Mr. Secretary Beyer, an attempt to whip some of them over his shoulders. We can assure them in the most positive terms that they are mistaken. The "American Elevator and Grain Trade" has no disposition to kick any one in the dark, and certainly has too much respect for the personal characters of all of the gentlemen interested to attack them by innuendo, even were there any imaginable reason for direct or indirect attack upon them personally or collectively, which there is not.

St. Louis, it appears, has only half finished her job of straightening out her local weighing trouble. The Merchants' Exchange has, indeed, tackled the elevator end of the job in good faith, but has left the matter of getting fair weights on the team tracks, at the mills, breweries, malt houses, etc., to take care of itself. That means that the shipper gets the hot end. While certain members of the Exchange actually object (why?) to the Exchange's Weighing Bureau's taking any action in the premises, another set of members are too indifferent to taking any action, preferring to let things drift as they did aforetime in the elevators, until through the action of the dealers' associations, the receivers and commission men were given a touch of hot iron themselves for a while. The Exchange's attention has been called to the present unsatisfactory weighing service in St. Louis outside the elevators; that, in these days of organized co-operation among dealers, ought to be hint enough.

The American Seed Merchants' Association's protest against the annual seed distribution by order of congress is timely and in good order. The free gift of 38,000,000 short-weight packages of mighty poor seed for garden sass is certainly an outrage alike on the public treasury and the private business of individuals. But the seed merchants in their protest should confine themselves to the subject, or, at least, to one phase of the question at a time, and not scatter too much by condemning the agricultural department's seed-testing stations in the same protest. The latter's work is entirely different from and has no connection with the distribution proper, and is a legitimate function of the agricultural department that may become very useful to the seed men themselves. Mr. Secretary Wilson, it is now understood, is opposed to the free seed graft and would gladly see it abandoned. The Seed Merchants' Association should therefore hold up his hands until the fight against the distribution is made

a victory. If, then, the testing stations shall have been found to have overstepped their legitimate function, they, too, can be called down. Better tackle one thing at a time, gentlemen, if you hope to succeed in any.

The National Association's secretary has recently been called upon to notify the trade that one member of the National Association in North Carolina has been suspended for refusal to arbitrate a difference; that five members of the Iowa association and fifty-two Texas dealers are guilty of the same offense; and that thirteen Texas dealers have been expelled from that association for refusing to abide by the decision of the association's arbitration committee. There are enough of these particular people to make a fairish group by themselves; and it would be quite appropriate punishment for the whole bunch if they could be forced to confine their trading strictly to themselves for a season or so—they would doubtless then be willing to arbitrate almost anything.

Now that some few of the farmers of Gage County, Nebraska, have gone into the elevator business, they object to the taxation of the grain found in their elevators or cribs on assessment day. The town assessors had all graciously agreed not to assess corn in the hands of the farmers themselves, but did not agree to overlook the grain in the hands of individual elevator operators or companies, and did, in fact, "give it to them plenty," including two farmers' companies. In one case, the town board canceled the assessment on the farmers' elevator, but in others they refused; and now there is "misery in the air" unless the county board sees its way to let the farmers escape taxation entirely, without granting the same favor to other taxpayers not farmers.

The Eppinger failure on the Coast seems to have thoroughly demoralized the grain business there for the time being; as might be the case in Chicago, for example, were the integrity of the public elevator receipts to be similarly called in question, as indeed happened not long ago in the case of a single elevator. California law forbids the issue of any receipts for stored property, unless the latter is bona fide in store, and provides a maximum punishment of \$1,000 fine and five years in prison for selling, shipping, etc., such property without consent of the holder of the receipt. Yet the warehouses of the Pacific Warehouse Company, as the warehouse business of Eppinger & Co. was known, were practically empty, with warehouse receipts for 27,000 tons of grain out uncanceled, and access to its books by the court's receiver refused. Naturally, the banks that furnish the money for moving grain, after the very severe pinching they have had in this case, are temporarily wary of grain receipts as collateral, and say they will continue to boycott grain receipts until there shall be such reorganization of the grain storage system in California as will make the security good by guaranteeing the integrity of warehouse receipts. For the immediate present, the grand jury is interesting itself in the Eppingers, and interior warehouses are coining good money in storage charges.

## TRADE NOTES

T. F. Costello & Co., elevator contractors and builders of Grand Forks, N. D., inform us they will change their headquarters.

The Vicksburg Grain Separator and Cleaner Company of Vicksburg, Mich., has field articles of association with a capital stock of \$5,000.

The Washburn-Crosby Co. has placed an order with the Strong & Northway Manufacturing Co. of Minneapolis, to equip the new Buffalo mill with Hyatt Roller Bearings. Over 350 shaft bearings will be used.

W. F. Kendall of Sioux City, Iowa, and J. H. Fox of Toledo, Ohio, manufacturers of a grain elevator and dump, have been in Chillicothe, Mo., endeavoring to establish a factory for the manufacture of their patent.

The Younglove & Boggess Co. of Mason City, Iowa, has closed a contract with L. M. Loomis of Minneapolis to build seven new elevators. Five of the houses will be located in southern Minnesota and two in South Dakota.

A. Carpenter, formerly of the Monitor Mfg. Co., St. Louis Park, Minn., is said to be arranging to locate a factory in Minneapolis for the manufacture of the Sanderson Portable Elevator. At present the machines are being made in Chicago.

The Mill Owners' Mutual Fire Insurance Co. of Iowa, with headquarters at Des Moines, is sending out a folder containing the fifty-sixth semi-annual statement of its financial condition. The company has assets of \$322,054.02, the surplus over liabilities being \$308,320.69.

One of the useful souvenirs that were distributed at the meeting of the National Hay Association at Chicago was a pocket rule. It was given out by C. A. Foster of Pittsburg, Pa., and bore that firm's stamp on the inside, together with the emblem of the National Hay Association.

Catalogue "B" of the Whitman Manufacturing Company, Garwood, N. J., makers of B. & C. friction clutch pulleys, is a neat 16-page booklet 9 1/4 x 6 inches in size. It shows how the B. & C. friction clutch pulleys are used on gas, gasoline or oil engines and gives details of construction and prices.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., is raising the roof on the Main street front of the factory for a distance of 100 feet. When the work is completed the company will have room for additional equipment and more men, made necessary by the greatly increased business it is enjoying.

"Colors and Specifications" is the title of a handsome folder issued by the Joseph Dixon Crucible Co. calling attention to the use of Dixon Silica-Graphite Paint for painting iron and steel surfaces. A number of structures that have been treated with this paint are shown, including the Peavey Elevator at Duluth, Minn.

The Frank M. Watkins Mfg. Co. of Cincinnati, Ohio, has just issued a new catalogue of gas and gasoline engines. The book is well gotten up and tells the things a prospective purchaser of gas and gasoline engines is most interested in. A number of engines of different sizes and for different purposes are illustrated.

It is said that the largest separators ever built have just been completed by the S. Howes Company of Silver Creek, N. Y. The order called for eight machines with a maximum capacity of 80,000 bushels per hour, each of the eight separators having an even capacity of 10,000 bushels. These separators are of the latest improved counterbalanced type and are for use in the Canton Elevator of the Northern Central Railroad at Baltimore, Md. The S. Howes Company have the necessary facilities for designing and building special machines of extraordinary large capacity. While they are frequently called upon to produce for their customers special cleaners of various styles and of unusual capacity,

this is the first instance, it is claimed, where an attempt has been made to produce separators of such an enormous capacity, and it is believed this will stand as the record for big machines in this line of production.

The Jeffrey Manufacturing Company's catalogue No. 9, devoted to mining machinery, is an imposing book of 127 pages and illustrates and describes the various machines manufactured by the company for the mining and handling of coal. Requests for copies should be addressed to the company's headquarters, Columbus, Ohio.

The Minneapolis Steel and Machinery Co., of Minneapolis, can furnish promptly from stock steel buildings, bridges, water towers, stand pipes, columns, girders, trusses, beams, channels, angles, plates, etc. The company carries a large stock and issues a monthly price list, which will be sent to those making application for it.

The Huntley Manufacturing Company of Silver Creek, N. Y., makers of the Monitor line of grain, seed and flax cleaning machinery, are passing through one of the busiest times in the history of the company. Orders have been coming in very rapidly for the past sixty days, and the number of enquiries received in June exceeded those of any previous month. Improvements which have been in progress for the past several months are about completed, enabling the company to fill orders without delay. Buyers in the market for grain cleaning machinery will doubtless find the catalogue of the Huntley Mfg. Co. of interest. It will be sent to all interested parties upon request.

Each year the Jeffrey Manufacturing Company of Columbus, Ohio, tenders its employees an outing in the form of a picnic. This season the date selected was Saturday, June 27, and all the Jeffrey force journeyed to Olentangy Park and took exclusive possession. A very elaborate and interesting program of sports and amusements had been arranged. As usual, the company spared no expense of time and money to make the outing an enjoyable one. As an indication of the success and growth of the Jeffrey Manufacturing Company it may be remarked in passing that it was found impossible to hold the picnic at a point distant from Columbus because of the inability of the railroads to handle the crowd. Between sixty-five and seventy-five coaches would have been required.

The S. Howes Company of Silver Creek, N. Y., manufacturers of the popular line of "Eureka" Grain Cleaners, report an unprecedented demand for their elevator machinery. Particularly great has been the call for the new improved "Eureka" Two-Shoe Counterbalanced Separator and the "Eureka" Oat Clipper, two machines which form important parts in the equipment of the ordinary elevator. The former machine presents several distinct improvements over the older types of receiving separator and has met with much favor with the elevator men throughout the country. A feature of note is the divided shoe, each half being driven from the same shaft from opposite eccentrics, producing a perfect counterbalance and thus obviating all jar and vibration to machine. It is also equipped with two fans facilitating the air separations which are of a most sensitive character, and in this regard the separations produced by the controllable air currents represent an important development in machines designed for this class of work. The S. Howes Company state that they have executed orders for several carloads of the large size Two-Shoe Counterbalanced Separators for the equipment of new elevators being built this season in Manitoba and other provinces of western Canada, as well as furnishing many of these separators and oat clippers for elevator work to large concerns in the United States. This particular department of their works has for many months been taxed to its utmost capacity and at the present writing there are no signs of abatement. Orders and inquiries for elevator cleaners and clippers are continually coming in and 1903 has already shown itself to be the banner year for "Eureka" machines.

Kiln dried corn still continues popular abroad.

## J. W. HOLMQUIST.

J. W. Holmquist of Oakland, Nebr., who, at its last annual meeting, was elected president of the Nebraska Grain Dealers' Association, has been in the retail lumber and the grain business in Nebraska for over twenty-five years. A successful business man, he is also one of the popular men of the Nebraska Association, with whose affairs he has



J. W. HOLMQUIST.

President of Nebraska Grain Dealers' Association. been intimately concerned as member and director for several years. He succeeds as president an exceedingly strong man, President G. S. Hayes of Hastings, who served in that capacity from July, 1898; but there is no question in Nebraska that Mr. Hayes' mantle has fallen on most worthy and capable shoulders.

## COAST GRAIN TRADE, 1902-3.

The export trade of the Pacific coast for the cereal year of 1902-1903 practically closed on June 23.

The last ship from San Francisco cleared a few days before that date. In all 137 vessels were loaded with grain at San Francisco during the past year, all but nine of which had arrived out by June 20. The clearings embraced 86 to ports in Europe, 38 to ports in Australia, 12 to ports in South Africa, and one straight cargo of flour to Hongkong, the largest of the kind ever cleared from any port on the coast, says the San Francisco Post.

The vessel that cleared from Portland on June 20, was the last for the year from that port, and made 93 in all, of which 22 were at that date still afloat. The Portland clearing embraced 51 for ports in Europe, 29 for ports in South Africa and 13 for ports in Australia.

The last ship to load at Tacoma for the year completed her cargo and was expected to clear on June 23. This made 93 clearings, just the same number as cleared from Portland, of which 14 were still en route on June 23. The clearings from the Sound embraced 36 for Europe, 36 for South Africa, 16 for Australia, 3 for South America and 2 for Japan, the last named being the first ever loaded for that country. In all 323 vessels composed the coast grain fleet for 1902-1903.

## EXPORTS FROM ATLANTIC PORTS.

The export of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending July 11, 1903, as compared with same weeks last year, have been as follows:

Articles.	For week ending July 11. July 12.		For week ending July 4. July 5.	
	1903.	1902.	1903.	1902.
Wheat, bushels .....	1,644,000	1,586,000	1,316,000	2,379,000
Corn, bushels .....	1,661,000	60,000	1,095,000	131,000
Oats, bushels .....	15,000	.....	77,000	28,000
Rye, bushels .....	53,000	101,000	31,000	17,000
Barley, bushels .....	16,000	.....	23,000	17,000
Flour, bbls. ....	258,300	220,100	229,100	298,400

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, July 11, 1903, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	329,000	155,000	143,000	27,000	1,000
Boston	341,000	92,000	3,000		
Buffalo	1,097,000	568,000	752,000	30,000	173,000
do. afloat					
Chicago	2,021,000	3,697,000	798,000	163,000	
do. afloat					
Detroit	59,000	6,000	14,000	16,000	3,000
do. afloat					
Duluth	1,169,000	1,000	102,000	40,000	37,000
do. afloat					
Fort William	1,405,000				
do. afloat					
Galveston	265,000				
do. afloat					
Indianapolis	113,000	6,000	17,000	4,000	
Kansas City	225,000	80,000	7,000		
Milwaukee	422,000	52,000	176,000		84,000
do. afloat					
Minneapolis	4,361,000	5,000	258,000	7,000	19,000
Mo. treal.	417,000	61,000	190,000	4,000	41,000
New Orleans	85,000	22,000			
do. afloat					
New York	358,000	899,000	578,000	223,000	1,800
do. afloat	32,000	75,000	41,000		
Peoria	9,000	105,000	221,000	18,000	1,000
Philadelphia	143,000	118,000	191,000	2,000	
Port Arthur	105,000				
do. afloat					
St. Louis	404,000	171,000	33,000	17,000	
do. afloat					
Toledo	255,000	220,000	136,000	8,000	
do. afloat					
Toronto	18,000		3,000		
On Canal	221,000	396,000	312,000	9,000	
On Lakes	453,000	646,000	371,000	13,000	
On Miss. River		19,000	4,000		
Grand Total	14,311,000	7,448,000	4,346,000	595,000	467,000
Co. responding date 1902	19,808,000	5,836,000	1,293,000	258,000	120,000
Weekly I. C.		23,000			21,000
Weekly Dec.	1,659,000		8,000	83,000	

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 23 months ending with June as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1902-03.	1901-02.	1902-03.	1901-02.
August	411,198	561,000	250,496	289,587
September	545,866	360,000	273,292	296,782
October	783,075	554,250	145,142	50,092
November	755,833	538,750	140,400	106,841
December	408,271	581,243	40,559	36,915
January	258,875	432,000	28,643	34,299
February	454,650	215,250	39,473	19,896
March	282,200	159,700	46,323	40,968
April	206,918	114,000	39,367	141,126
May	91,800	87,000	46,375	63,838
June	106,250	327,742	14,362	62,478
July		41,791		19,504
Total bushels	4,304,936	3,972,721	1,064,532	1,162,346

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending July 12, has been as follows:

JUNE	NO. 2* R.W. WHT		NO. 1* SP. WHT		CORN. NO. 2		ST. OATS.		NO. 2 RYE.		NO. N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	75 1/2	76 3/4	78 1/2	79 1/2	48 1/4	48 1/4	39 3/4	39 3/4	50 1/2	50 1/2		
13	75 1/2	76 3/4	78 1/2	79 1/2	48 1/4	48 1/4	39 3/4	39 3/4	51 1/2	51 1/2	1.11	1.11
14												
15	75 1/2	76 3/4	78 1/2	79 1/2	48 1/4	48 1/4	39 3/4	39 3/4	53 1/2	53 1/2	1.10	1.10
16	76 1/2	77 3/4	79 1/2	80 1/2	49 1/4	49 1/4	39 3/4	39 3/4	52 1/2	52 1/2		
17	75 1/2	76 3/4	78 1/2	79 1/2	48 1/4	48 1/4	39 3/4	39 3/4	51 1/2	51 1/2	1.07	1.07
18	76 1/2	77 3/4	79 1/2	80 1/2	49 1/4	49 1/4	39 3/4	39 3/4	51 1/2	51 1/2	1.07	1.07
19	76 1/2	77 3/4	79 1/2	80 1/2	49 1/4	49 1/4	39 3/4	39 3/4	51 1/2	51 1/2	1.01	1.01
20	76 1/2	77 3/4	79 1/2	80 1/2	49 1/4	49 1/4	39 3/4	39 3/4	51 1/2	51 1/2	1.02	1.03
21												
22	77 1/2	78 3/4	80 1/2	81 1/2	50 1/4	50 1/4	40 1/4	40 1/4	55 1/2	55 1/2		
23	78 1/2	79 3/4	81 1/2	82 1/2	51 1/4	51 1/4	41 1/4	41 1/4	54 1/2	54 1/2	1.01 1/2	1.01 1/2
24	79 1/2	80 3/4	82 1/2	83 1/2	52 1/4	52 1/4	42 1/4	42 1/4	55 1/2	55 1/2		
25	81 1/2	82 3/4	83 1/2	84 1/2	53 1/4	53 1/4	43 1/4	43 1/4	56 1/2	56 1/2		
26	81 1/2	82 3/4	83 1/2	84 1/2	53 1/4	53 1/4	43 1/4	43 1/4	56 1/2	56 1/2		
27	80 1/2	81 3/4	82 1/2	83 1/2	52 1/4	52 1/4	42 1/4	42 1/4	55 1/2	55 1/2	1.05	1.05
28												
29	79 1/2	80 3/4	81 1/2	82 1/2	51 1/4	51 1/4	41 1/4	41 1/4	54 1/2	54 1/2		
30	77 1/2	78 3/4	79 1/2	80 1/2	49 1/4	49 1/4	39 3/4	39 3/4	52 1/2	52 1/2		
31	77 1/2	78 3/4	79 1/2	80 1/2	49 1/4	49 1/4	39 3/4	39 3/4	52 1/2	52 1/2		
July—												
1	78 1/2	79 3/4	80 1/2	81 1/2	50 1/4	50 1/4	40 1/4	40 1/4	51 1/2	51 1/2		
2	75 1/2	76 3/4	78 1/2	79 1/2	48 1/4	48 1/4	39 3/4	39 3/4	50 1/2	50 1/2	1.01	1.01
3												
4												
5												
6	76 1/2	77 3/4	79 1/2	80 1/2	49 1/4	49 1/4	39 3/4	39 3/4	51 1/2	51 1/2		
7	77 1/2	78 3/4	80 1/2	81 1/2	50 1/4	50 1/4	40 1/4	40 1/4	52 1/2	52 1/2		
8	78 1/2	79 3/4	81 1/2	82 1/2	51 1/4	51 1/4	41 1/4	41 1/4	53 1/2	53 1/2		
9	78 1/2	79 3/4	81 1/2	82 1/2	51 1/4	51 1/4	41 1/4	41 1/4	53 1/2	53 1/2		
10	79 1/2	80 3/4	82 1/2	83 1/2	52 1/4	52 1/4	42 1/4	42 1/4	54 1/2	54 1/2		
11												

\*Holiday.

During the week ending June 19 Prime Contract Timothy seed sold at \$3.75@4.00 per cental; Prime Contract clover seed at \$11.50@11.75; Hungarian at \$1.75@2.25; German millet at \$1.25@2.00; buckwheat at \$1.50@1.75 per 100 pounds.

During the week ending June 27 Prime Contract Timothy seed sold at \$3.85@3.90 per cental; Prime Contract clover seed at \$11.50@11.75; Hungarian at \$1.25@2.00; German millet at \$1.25@1.65; buckwheat at \$1.60@1.90 per 100 pounds.

During the week ending July 10 Prime Contract timothy seed sold at \$3.40@3.55 per cental; Prime Contract clover seed at \$11.50@11.75; Hungarian at \$1.75@1.00; German millet at \$1.75@1.00; buckwheat at \$1.50@1.75 per 100 pounds.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of June, 1903.

**BALTIMORE**—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	267,773	383,884	120,000	409,669
Corn, bushels	1,187,499	243,964	763,815	21,083
Oats, bushels	227,405	238,287	2,161	910
Barley, bushels				
Rye, bushels	119,052	24,297	241,283	17,385
Timothy Seed, bushels	3,750			
Clover Seed, bushels	196			
Hay, tons	5,913	4,072	2,317	1,766
Flour, bbls.	301,612	277,639	222,235	183,207

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	268,131	566,412	467,529	531,373
Corn, bushels	188,176	191,833	39,268	12,750
Oats, bushels	581,476	425,743	2,760	2,880
Barley, bushels	5,400			
Rye, bushels	1,990	2,200		
Flax Seed, bushels				
Millfeed, tons	953	317	4	3
Corn Meal, bbls.	1,590	3,275	1,387	2,020
Oat Meal, bbls.	1,515	7,760	992	1,292
Oat Meal, sacks	1,750	1,400	4,010	1,198
Hay, tons	12,950	21,790	100	648
Flour, bbls.	113,130	113,688	61,947	83,576

**BUFFALO**—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Receipts by lake; shipment by rail.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	2,292,487	3,581,736		
Corn, bushels	5,777,337	2,523,410		
Oats, bushels	4,847,551	1,538,229		
Barley, bushels				
Rye, bushels	734,400	275,970		
Clover Seed, lbs.				
Other Grass Seed, lbs.	59,375	30,572		
Flax Seed, bushels	508,000	353,539		
Hay, tons				
Flour, bbls.	3,616,797	99,702		

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	876,779	853,125	2,006,174	3,120,750
Corn, bushels	12,289,647	6,702,260	9,293,488	4,077,519
Oats, bushels	7,875,375	5,929,616	5,630,584	5,450,300
Barley, bushels	1,522,317	388,800	42,047	52,179
Rye, bushels	199,421	50,550	390,855	305,648
Timothy Seed, lbs.	1,248,385	137,535	682,142	114,700
Clover Seed, bs.	740	36,212	110,445	52,501
Other Grass Seed, lbs.	1,087,500	475,350	1,084,309	566,527
Flax Seed, bushels	110,321	317,906	12,244	38,628
Br. om. Corn, lbs.	932,850	2,479,560	298,300	1,063,210
Hay, tons	26,78	19,302	2,460	1,460
Flour, bbls.	472,271	425,970	372,447	350,700

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	229,332	105,863	297,634	106,977
Corn, bushels	600,400	236,486	505,439	183,283
Oats, bushels	368,358	268,240	203,079	112,428
Barley, bushels	2,805	1,742	805	805
Rye, bushels	16,239	8,462	9,054	2,245
Timothy Seed, bags	427	23	1,101	634
Clover Seed, bags	35	434	386	1,231
Other Grass Seed, bags	8,022	4,226	9,388	5,785
Hay, tons	7,179	15,362	5,236	11,700
Flour, bbls.	99,352	138,857	71,499	95,785

**CLEVELAND**—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Wheat, bushels	116,554	121,944
Corn, bushels	721,907	314,405
Oats, bushels	758,168	2,030
Barley, bushels	1,162	
Flax Seed, bushels	77,000	
Hay, tons	5,749	737
Flour, bbls.	5,730	1,974

## ELEVATOR AND GRAIN NEWS

### ILLINOIS.

The farmers' elevator at Deer Creek, Ill., is now receiving grain.

B. E. Morgan contemplates remodeling his elevator at Onarga, Ill.

The Zorn Grain Co. has completed its new elevator at Downs, Ill.

Material for the new farmers' elevator at Shirley, Ill., is on the ground.

A 30,000-bushel elevator is in process of construction at Ferris, Ill.

The Baker Elevator at Dudley, Ill., is being repaired and reconstructed.

It is reported that a second elevator is to be built at Dawson Park, Ill.

The boiler in the elevator of Hill & Crow at Fairmont, Ill., has been repaired.

The new 40,000-bushel farmers' elevator at Secor, Ill., is practically completed.

The C. E. Shaw Elevator at Paris, Ill., has been purchased by Richcreek & Co.

Evans & Garrettson succeed W. S. Garrettson in the grain business at Girard, Ill.

The Redman-Magee Co. of Cairo, Ill., has changed its name to the Delta Elevator Co.

Grain dealers of Penfield, Ill., have been handling an unusual amount of grain recently.

The farmers of Middletown, Ill., and vicinity are talking of building a grain elevator.

George Susdorf & Son are about to build an addition to their elevator at Prospect, Ill.

A contract has been let for painting and siding the Farmers' Elevator at McDowell, Ill.

The new elevator at Highland, Ill., is under roof and the finishing touches are being added.

Herron Bros.' elevator at Stockland, Ill., which was damaged by lightning, has been repaired.

Work is in progress on the new 35,000-bushel elevator of Jacob Steiner & Son at Mackinaw, Ill.

The Moline Elevator Co. of Moline, Ill., has increased its capital stock from \$30,000 to \$75,000.

T. E. Purcell of Dixon, Ill., has let the contract for the erection of a \$3,500 elevator at Harmon, Ill.

The Reichert Milling Co. of Freeburg, Ill., has opened its elevator at Belleville, Ill., for the season.

Work on Shaw, Rupert & Co.'s new elevator at New Canton, Ill., is going forward at a satisfactory pace.

The Black & Loomis Co. is building a 15,000-bushel elevator near the Santa Fe tracks at Dallas City, Ill.

Kirkpatrick, Lackland & Co. will build a new elevator to replace the one recently burned out at Ocuya, Ill.

Crane, Clark & McCullough will enlarge their elevator at Rantoul, Ill., increasing the capacity to 50,000 bushels.

The Brooks & Harrison Co., which purchased the Simeon Crumbaugh elevator at Leroy, Ill., took possession July 1.

A new grain elevator will be built at the crossing of the Big Four and the Frisco lines between Ogden and St. Joseph, Ill.

Amsley Bros. of Fairlands, Ill., have sold their elevator to the Farmers' Association, of which S. A. Brown is manager.

The Seneca Grain, Lumber and Supply Co. of Seneca, Ill., has taken possession of the Jamieson Elevator at that place.

During June the Hasenwinkle Grain Co. shipped from Heyworth, Ill., about 100,000 bushels of corn and 30,000 bushels of oats.

The work of repairing the elevator at Yuton, Ill., has been stopped and will be completed at some future date when no grain is coming in.

Kirkpatrick, Lackland & Co., of Chenoa, Ill., are building a grain elevator at Ballard, Ill., a small station between Lexington and Chenoa.

The elevator at Arthur, Ill., is to be torn down and replaced by a new 60,000 bushel house. The latter will be 38 feet square and 75 feet high.

A new elevator will be built at New Berlin, Ill., by Lewis, Hubbs & Co. A sidetrack from the Wabash depot to the elevator site has been constructed.

The Younglove & Boggess Co. of Mason City, Iowa, will install an Improved Hall Distributor in the elevator which they are building at Shirley, Ill.

Articles of incorporation have been filed by the Monticello Grain Co. of Monticello, Ill. The company is capitalized at \$10,000 and the incorporators

are Wm. Royer, Nicholas P. Kelly and James M. Smith.

Louis E. Oberle of Hillsboro, Ill., has bought Mr. Carsten's interest in the elevator at Raymond, Ill., and the firm is now composed of A. and L. E. Oberle.

The United States Grain Co. of New Jersey, capitalized at \$400,000, has been licensed to do business in Illinois. The capital employed in the latter state is \$75,000.

Carpenters employed on the new elevator at Pontiac, Ill., struck recently. It was alleged that nonunion labor had been employed in laying the foundation.

The new 60,000-bushel elevator which the Zorn Grain Co. is building at Mayview, Ill., is well under way. The house will be finished in time to handle the coming crop.

Improvements have been made in the Armour Grain Co.'s elevator property at Millington Ill. A new elevator has been built and the old one will be raised and remodeled.

The stockholders of the Farmers' Grain, Live Stock and Coal association of Pekin, Ill., will meet July 25 to vote on a proposition to increase the capital stock to \$6,000.

Bader & Co. of Astoria, Ill., have secured the Little Elevators at Rushville, Ill., and have placed W. S. Long of Astoria in charge. Fred R. Bader will manage the house at Astoria.

The Findlay Grain and Coal Co. of Findlay, Ill., has been licensed to incorporate with a capital stock of \$4,000. William Hendricks, Henry Dick and James R. Snapp are incorporators.

The Minooka Grain Co. of Minooka, Ill., will rebuild its elevator which burned recently. While the new house is under construction the company will continue to buy grain, loading it direct on cars.

The Northern Grain Co. of Chicago is equipping all its houses with Howe Gasoline Engines supplied by the Howe Scale Co., 48 Lake street, Chicago. Several of the engines have been installed during the past month.

McClure & Brotherton have had a new spout put in their elevator at Guthrie, Ill., and are in shape to handle grain more rapidly than heretofore. They recently elevated and loaded 600 bushels of corn into cars inside of four hours.

The Mount Pulaski Farmers' Elevator Co., of Mount Pulaski, Ill., has been incorporated with a capital stock of \$5,000 to deal in grain and lumber. The incorporators are J. C. England, George Tackemeir and Charles B. Booker.

The Hicks & Taylor Coal Co. of Chicago, which has recently incorporated with a capital stock of \$25,000, will deal in grain and feed in addition to coal and wood. The incorporators are Thomas P. Hicks, H. C. Taylor and F. J. Posta.

Articles of incorporation have been filed by the Maroa Elevator Co. of Maroa, Ill., with a capital stock of \$15,000, for the purpose of dealing in grain, coal, etc. The incorporators are W. C. Maguire, J. S. Stoutenborough and Benjamin Parker.

The Arcola Grain, Coal and Telephone Co. of Arcola, Ill., has made application for a charter. The incorporators are J. A. Ewing, J. I. Hall, Joseph Coombe, A. B. Thompson, John Bunkey and A. B. Flickinger. The capital stock is placed at \$5,000.

The Horner Elevator & Mill Co. of Lawrenceville, Ill., has filed articles of incorporation to operate elevators and conduct a general mercantile business. The capital stock is \$40,000 and the incorporators are Cora A. Horner, J. D. Horner and F. G. Horner.

Jas. A. Keeler, successor to Hubbell Bros., at Harvard, Ill., has installed a complete feed grinding and elevating equipment. The machinery includes a 17-horsepower gasoline engine, three new elevators, a crusher, a grinder and a 60-foot screw conveyor.

### EASTERN.

Sanborn Bros. are building a storehouse for grain at Candia, N. H.

L. N. Littlehale has built an addition to his grain store at Rockland, Me.

James D. Heintzelman has built a new grain house at Wanamakers, Pa.

The Chester Milling Co.'s elevator at Cbester, Pa., is being rushed to completion.

The Hendee Grain Elevator at New Haven, Conn., has undergone extensive alterations.

Metcalf & Sheehan have sold their grain business at Haydenville, Mass., to Fred Vining.

It is stated that a receiver has been appointed for the Maryland Export Co., grain, of Baltimore, Md.

S. S. Daish & Sons, wholesale grain and feed, Washington, D. C., will rebuild the warehouses recently burned.

The Ryan Elevator and Forwarding Co. of Buffalo, N. Y., has filed its certificate of incorporation. The company has a capitalization of \$5,000. It will engage in a general elevating and forwarding busi-

ness. The directors are Thomas M. Ryan, Charles C. Ryan, Edward L. Anthony and George D. Gill-sen.

The R. D. Eaton Grain and Feed Co. of Norwich, N. Y., have been incorporated with a capital stock of \$100,000. The directors are R. D., Maria E. and G. C. Eaton.

W. J. McLaughlin & Co., grain dealers of Jamaica Plain, Mass., have moved to Highland Station, West Roxbury, Mass., where they have a larger plant and one with railroad facilities.

The new elevator now being built at Harris, R. I., by Allan A. Campbell will be 108 feet long and 30 feet wide, with three floors in front and two in the rear. Elevator machinery will be installed.

J. Allen Smith & Co. have incorporated at Portland, Me., to deal in grain and manufacture flour. The capital stock is \$300,000 and the officers are M. W. Baldwin, president; H. E. Mason, treasurer.

The Eastern Grain Co., with principal office at Camden, N. J., has filed articles of incorporation. The capital stock is \$100,000 and the incorporators are Stanley Horace Trego, Wm. H. Cole and John H. Switzer.

The St. Albans Grain Co. has been organized at Portland, Me., with a capital stock of \$25,000, for the purpose of dealing in grain, flour, etc. The paid in capital is \$75. The officers are John W. Anderson, president, and James R. Parsons, treasurer.

Potter Bros. of Greenfield, Mass., have purchased the grain and milling business of Rufus Covell at Shelburne Falls, Mass., and will continue it under the style of the Potter Grain Co. The firm of Potter Bros. has grain establishments at North Adams, Charlemont, Hadley, Hoosac Tunnel, Athol, Erving and Orange, Mass. Fred Thatcher will be manager at Shelburne Falls.

The Gilbert & Nichols Co. of Fulton, N. Y., has filed articles of incorporation for the purpose of dealing in grain, feed, flour, hay, etc. The capital stock is \$35,000. The directors and number of shares each holds are: Arthur G. Gilbert of Fulton, 50 shares; Arthur W. Wiltsie of Hannibal, 50 shares; Harry A. Nichols of Fulton, 30; Ira C. Curtis of Fulton, 30, and Giles C. Piper of Fulton, 10. The new company will erect a mill and warehouse with a branch of the Lackawanna railroad running to it.

### IOWA.

Wetzel Bros. will build a grain elevator at Benton, Iowa.

A new engine has been installed in the elevator at Ely, Iowa.

A farmers' elevator company is being promoted at Randalia, Iowa.

Work has been started on the new elevator at Grundy Center, Iowa.

Moore Bros. succeed H. A. Rogers in the grain business at Union, Iowa.

The Kinsella Grain Co. has enlarged the old elevator at Blainstown, Iowa.

J. J. Peters of Wellsburg, Iowa, will install an Improved Hall Distributor.

C. W. Edington has about completed a new grain elevator at Gilmore City, Iowa.

Ira Conger, a grain dealer of Galva, Iowa, has been succeeded by M. L. Crowley.

The new elevator of O. A. Talbot & Co. at Keokuk, Iowa, is now in process of construction.

C. T. Sidwell is said to contemplate trading his elevator at Freeman, Iowa, for Dakota land.

It is announced that an elevator may be built at Blanchard, Iowa, by a stock company composed of farmers.

H. W. Iblings has taken possession of the elevator at Geneva, Iowa, recently purchased from George A. Tucker.

Shindley & Kunze, who have been operating an elevator at Lewis, Iowa, have been succeeded by W. F. Shindley.

A new elevator will be built on the site of the present house at Bolan, Iowa. The old structure will be torn down.

The oat bin attached to Councilman Bros.' elevator at Humboldt, Iowa, which was blown over some time ago, has been repaired.

The Albertson Grain Co. of Montgomery, Iowa, has been incorporated with a capital stock of \$25,000 by John E. Albertson, Elmer M. Albertson and J. J. Crowley.

The elevator and grain and coal business of the Morrison Lumber Co., at Morrison, Iowa, has been sold to G. A. Tucker of Geneva, Iowa, who takes possession July 15.

The Iowa Elevator Co. has completed its new elevator at Moorland, Iowa, and the construction gang has moved to Lidderdale, Iowa, where another house is being built.

The elevator company at Lawler, Iowa, has been reorganized under the style of the Lawler Live Stock and Grain Co. The new officers are: President, G. Miller; vice-president, Thomas Cowley; sec-

retary, James Curran; directors, H. M. Kout, P. F. Schott, A. Murray, Chas. Commerford and George Benz.

The Borden & Selleck Co. of 48 Lake street, Chicago, has just installed an engine in the elevator at Klemme, Iowa, for the Younglove & Boggess Co. of Mason City, Iowa.

A. Fahlenkamp and P. W. Anderson of Hartley, Iowa, are members of a new firm that has succeeded the Spencer Grain Co. in the ownership of the elevator at Dickens, Iowa.

The new elevator in connection with the Great Western Cereal Co.'s plant at Fort Dodge, Iowa, is nearing completion. The tinner's have finished their work and the exterior has been painted.

The Rolfe Grain Co. of Rolfe, Iowa, is rebuilding the west wing of its elevator which was damaged by cyclone. The damage was so great that it was necessary to start repairs from the foundation.

The Galva Union Elevator Co., recently organized at Galva, Iowa, has awarded a contract for the erection of a 29,000-bushel elevator. The new house will be ready for business on or before August 10.

The Des Moines, Iowa, headquarters of the new United Grain Co., as the consolidated houses of Paddock-Hodge Grain Co., Churchill & Co., and Churchill, White & Co. are now styled, will be under the direction of W. F. Morgan.

B. N. Updike, president of the Updike Grain Co. of Omaha, Nebr., visited Sioux City, Iowa, recently to look over the ground and determine the advisability of building a terminal elevator in that city. The matter is still in abeyance.

Alfred Remley has assumed control of the elevator at Anamosa, Iowa, formerly operated by John K. Hale under the name of John K. Hale & Co. Mr. Hale has engaged in the hardware business and has sold his interest in the elevator. The reorganized company is to be known as the Anamosa Elevator Co., with C. L. Niles as principal stockholder.

The B. A. Lockwood Elevator Co., whose house at Ames, Iowa, was burned on Oct. 20 last, has commenced work on a new elevator at that place. The elevator will have ground dimensions of 36x48 feet and be 106 feet in height, with surrounding sheds. Some extensive coal sheds will be built, the total cost of the buildings to be about \$30,000.

The Security Storage and Transfer Co. of Waterloo, Iowa, is erecting a new building, 58x178 feet, and three stories high, to be used for the storage of grain, seeds, etc. The company was recently incorporated with a capital stock of \$30,000. The officers are: President, F. E. Stewart; vice-president, D. L. Wood; secretary and treasurer, W. A. Wilson.

#### NORTH DAKOTA.

I. P. Baker is putting up an elevator at Sanger, N. D.

E. G. Burgess is completing his elevator at Brockton, N. D.

J. M. Hartin is reported building a new elevator at Lakota, N. D.

Putnam & Gray's elevator at Kenmare, N. D., is open for business.

The Powers Elevator Co. is building a modern house at Tappen, N. D.

The Monarch Elevator at Grafton, N. D., has been extensively repaired.

The St. Anthony & Dakota Elevator at Inkster, N. D., has undergone extensive repairs.

The Miller Elevator Co. has razed its house at Twin Brooks, N. D. and will build a new one.

The new elevator to be built at Berlin, N. D., will handle flour, feed, coal, wood and lumber in addition to grain.

The St. Anthony & Dakota Elevator at Hunter, N. D., has been purchased by the Farmers' Elevator Co. of that place.

Articles of incorporation have been filed by the Lenham Elevator & Lumber Co. of Sanborn, N. D. The paid up capital is \$500,000.

The Excelsior Mill Co. of Yankton, N. D., has just purchased a large Howe scale from the Borden & Selleck Co. of 48 Lake street, Chicago.

Sealed proposals have been received by the Taft Farmers' Elevator Co., of Taft, N. D., for furnishing material and building the company's new elevator.

The Monarch Elevator Co. is building a dwelling house at Rogers, N. D., to be occupied by the agent at that point. Some coal sheds are also being constructed.

The Monarch Elevator Co. has built a new engine house in connection with its elevator at Forest River, N. D., which will hereafter be operated by gasoline engine power.

A farmers' company has been organized at Binford, N. D., and will buy or build an elevator. Officers were elected as follows: President, Joseph Buchheit; vice-president, Ole Forde; secretary, W. T. McCullough; treasurer, Oscar Greenland; directors, W. T. McCullough, William Howden, Joseph

Buchheit, Ole Forde, Lars Fredrickson, George Goodmanson and Theo. Quam.

The Cargill Elevator at Northwood, N. D., has been remodeled. The St. Anthony and Dakota Elevator at the same place has been improved by the erection of a new driveway.

The Imperial Elevator at Park River, N. D., has been undergoing repairs and has been transformed into a modern house. A new foundation was laid and some interior changes made.

The Monarch Elevator at Grand Forks, N. D., which was destroyed by fire some time ago, is being rebuilt. R. G. Elwood, the company's agent at Grand Forks, will continue in charge of the business.

T. F. Costello & Co., of Grand Forks, N. D., have the contracts for two new elevators. One, a 30,000-bushel house, will be built at Easby, N. D., for the National Elevator Co., and the other, a 20,000-bushel structure, will be erected at Lakota, N. D., for J. M. Hartman.

T. Bushaw, R. Hyland and W. Allen, farmers of Walshville, N. D., have completed a deal whereby the East Grand Forks Transportation Co. of East Grand Forks, Minn., will build a 30,000-bushel elevator on the Dakota side of the Red River opposite East Grand Forks. The place has been known as Knox's Landing, but will hereafter be called Augursville on the Red. Steps are being taken to establish a postoffice there. The new elevator is expected to secure a share of the grain handled to Minto and Ardock.

#### SOUTH DAKOTA.

J. Street is building an elevator on his farm near Albee, S. D.

A farmers' elevator company may be organized at Colman, S. D.

Walter M. Bail of Clark, S. D., has placed an order for a Hall Distributor.

Z. Steele has sold his elevator at Montrose, S. D., to John Theophilus of Madison, S. D.

E. A. Rippe has overhauled his grain house at Madison S. D., and installed elevating machinery.

The Peavey Company is building a 20,000-bushel elevator at Fulton S. D., to replace an old flat house.

The Crawford Grain and Lumber Co. of Letcher, S. D., has been incorporated with a capital stock of \$15,000.

The Soo Elevator Co. of Sioux Falls, S. D., has filed articles of incorporation with a capital stock of \$100,000.

J. S. Stoneback, manager at Canton, S. D., for the South Dakota Grain Co., has closed the house for the summer.

G. H. Perry has completed his elevator at Rowena, S. D. He will do a lumber business in connection with his grain trade.

The Terwilliger & Dwight Co. of Jefferson, S. D., has installed a large Howe scale, purchased from Borden & Selleck Co., Chicago.

The Howe Scale Co. of Chicago has just shipped a large Howe Scale to the Truax & Betts Elevator Co. of Plankinton, S. D.

J. W. Sanford, who is building a 600-barrel flour mill at Chamberlain, S. D., will put up a 20,000-bushel elevator adjoining the mill.

It is understood Shanard Bros. will build a new office in connection with their elevator at Scotland, S. D., and put in a new gasoline engine.

Jones Bros. of Madison, S. D., who control six elevators in that part of the state, have sold an interest in their business to F. C. Metcalf of Minneapolis.

At the recent annual meeting of the Farmers' Co-operative Elevator Co. of Milbank, S. D., a dividend of 50 per cent was declared, leaving \$1,155.87 in the treasury.

It is announced that the recently organized Farmers' Elevator Co. of Waubay, S. D., has purchased the McCaull-Webster Elevator Co.'s elevator and coal sheds at that place.

H. C. Lueth has secured the Larkins & Thompson elevator at Spencer, S. D., and will conduct a general grain and coal business. He has arranged to increase the size of the elevator.

At the annual meeting of the Ferney (S. D.) Farmers' Elevator Co., held recently, John Zeller, Ferd Erdmann and August Thieman were elected directors for a term of three years.

The new Atlas Elevator now going up at Doland, S. D., will have a capacity of 35,000 bushels. The elevator proper will accommodate 25,000 bushels and an annex will hold 10,000 bushels.

John P. Coffey, proprietor of the Luverne (Minn.) Roller Mills, who recently purchased the McCaull-Webster Elevator at Clear Lake, S. D., has placed Charles Carman in charge as manager.

A meeting of the stockholders of the Farmers' Shipping Association at Volga, S. D., was held recently and the following officers elected: President, Ed Hillestad; vice-president, Lewis Johnson; secre-

tary, M. A. Stumley; treasurer, Martin Trystad, S. A. Stumley was re-elected manager.

The Farmers' Elevator Co. of Hartford, S. D., held its annual meeting recently and elected the following officers: President, James Clark, treasurer, G. A. Boulette; secretary, J. D. Love.

The Farmers' Elevator Co. of Alexandria, S. D., makes the following statement of the past year's business: Receipts, \$39,572.04; cash on hand, \$1,832.85; resources, \$10,385.53; liabilities, \$8,166.70.

The Farmers' Co-operative Elevator Co. of Hurley, S. D., has elected the following officers for the ensuing year: President, D. W. Fairchild; vice-president, Geo. Eckstein; treasurer, J. W. Parsons; secretary, F. B. Williams.

Peterson Bros., grain dealers of Sioux Falls, S. D., who have for many years operated a line of elevators in that territory, have save sold out to a corporation headed by E. E. Smith, formerly Great Northern agent at Pipestone, Minn., and S. A. Mitchell, vice-president of the First National Bank of Rock Valley, Iowa. The sale includes the elevators of the firm at Sioux Falls, Granite, Schindler and Larchwood.

#### WISCONSIN.

A. Wiken & Co. are building a grain warehouse at Lindsey, Wis.

Henry Landall of Alto, Wis., has bought the Bornsheim Elevator at Brandon, Wis., and is overhauling it and installing a dump scale.

Duquaine Bros., owners of the elevator at Coleman, Wis., are building an addition, 30x40 feet, to be used as a warehouse for grain and produce.

The Merchants' Association of Menasha, Wis., is considering the advisability of erecting an elevator and leasing it to the W. W. Cargill Co. of Green Bay, Wis. The proposed house is to have a capacity of 10,000 bushels.

The W. W. Cargill Co. of Green Bay, Wis., has bought the grain elevator at Clintonville, Wis., formerly owned by Stein Bros., and occupied by McEachron & Co. The Cargill Co. has also purchased the lime, coal and wood business of Stein Bros.

#### SOUTHERN AND SOUTHWESTERN.

W. L. Horrell & Son are building an elevator at West Louisville, Ky.

The Wheatland Elevator Co. of Wheatland, Okla., is reported to have sold out.

It is possible that a couple of grain elevators will be built at Gage, Okla., this fall.

C. N. Coyle has had his warehouse at Summit Point, W. Va., transformed into an elevator.

The Smith Grain and Elevator Co. of Oklahoma City, Okla., is said to be in the market for elevator machinery.

Mr. Gilroy of Hennessey, Okla., is completing an elevator at Marshall, Okla., making the third house for that place.

F. W. Brown & Son are engaging in the wholesale and retail grain, flour and feed business at Moundsville, W. Va.

A gasoline engine has been installed in the elevator of J. C. Kendall at Childress, Texas, by Moore & Richolt of Wichita Falls, Texas.

Moore & Richolt of Wichita Falls, Texas, are building a 20,000-bushel addition to the elevator of J. A. Cox & Co. at Iowa Park, Texas.

The Borden & Selleck Co. of Chicago, has just installed a large Howe Engine for the Wheatland Grain and Lumber Co. of Wheatland, Okla.

Kell & Gibbs have just completed a receiving and cleaning elevator at Clifton, Texas. Moore & Richolt of Wichita Falls, Texas, had the contract.

The following firms will buy grain at Uniontown, Ky., this season: The Uniontown Roller Mill, G. J. Harris & Co., J. C. Hamilton and F. A. Rathman.

A 25,000-bushel elevator for the C. C. Milling Co. is nearing completion at Seymour, Texas. Moore & Richolt of Wichita Falls, Texas, are contractors.

The Deer Creek Elevator Co. of Deer Creek, Okla., has been incorporated with a capital stock of \$10,000 by J. T. Stout, J. S. Dester, C. F. Eberle and T. J. Hartman.

The Wichita Mill & Elevator Co.'s elevator at Wichita Falls, Texas, is being enlarged by a 75,000-bushel addition. Moore & Richolt of that city are doing the work.

The Gainesville, Grain Co. has been organized at Gainesville, Texas. John F. Mahoney is manager, and the company, which is backed by home capital, and is said to be strong financially.

The El Reno Mill & Elevator Co. has commenced the erection of a 20,000-bushel elevator at Cement, Okla. The house will be equipped with cleaning machinery and will make direct shipments to Galveston for export.

Edinger & Co., grain dealers of Louisville, Ky., have filed articles fixing the capital stock at \$100,000, divided into 1,000 shares of \$100 each. The incorporators and their respective holdings are as follows: Andrew Edinger, 320 shares; John D.

Smith, 180 shares, and Charles H. Peters, 250 shares. A contract has been awarded for the erection of grain warehouses.

The Carmen Elevator Co. of Carmen, Okla., has been granted a charter for a period of twenty years, with a capital stock of \$5,000. The incorporators are F. N. Winslow, J. F. Noel, W. B. Willim and A. M. Coffman, all of Carmen.

J. Allen Smith & Co., incorporated under the laws of Maine to buy and sell grain and flour, have filed their charter with the secretary of the state of Tennessee. The principal office is at Knoxville and the capital stock is \$300,000.

The Texas City Terminal Railroad Co. has awarded the contract for the erection of the new elevator at Texas City, Texas, mention of which was made last month. It is now stated that the capacity will be 1,000,000 bushels and that the house will be of steel, fireproof construction.

The J. F. Stark Grain Co. of Plano, Texas, has increased its capital stock from \$25,000 to \$50,000 and will build an elevator and corn mill at Texarkana, Ark. The elevator will have a capacity of 75,000 bushels. The equipment has been ordered and the contract for the buildings awarded.

A territorial charter has been granted the North Enid Elevator Co. of North Enid, Okla., for a period of twenty years. The capital stock is \$100,000 and the incorporators are: P. W. Shacklee, W. B. Overholt, B. T. Stebbins, W. L. Meyers, F. M. Cackler, Marion Smith and John F. W. Schultz, all of North Enid.

The Farmers' Co-operative Co. of Perry, Okla., has been incorporated. The capital stock is \$10,000 and the incorporators are: A. Taylor, Zeno Stephenson, J. P. Martin, P. B. Walfinger, W. J. Taylor, John Corbett, Fred Kukuk, Andrew Hausan and W. J. Hollingsworth, of Perry, James Nixon of Polo and E. T. Rice, of Orlando. The life of the corporation is twenty years.

The Farmers' Co-operative Shipping Association of Blackwell, Okla., has let the contract for a \$5,000 elevator. The Blackwell Milling and Elevator Co. has also awarded the contract for a new house that will double the company's storage capacity. The new structure will have a capacity of 40,000 bushels. It will be 50 feet high with ground dimensions 36x42 feet, and will cost between \$10,000 and \$12,000. It will be a frame structure with a metal roof and be furnished with a complete plant of machinery, a steam engine, boiler, etc.

#### MISSOURI, KANSAS AND NEBRASKA.

An elevator is being built at Swanton, Nebr.

There are rumors of a farmers' elevator at Dixon, Nebr.

Steve Ellis is building an elevator at Havensville, Kans.

Jack Hupp is building an elevator at Preston, Kans.

Work has been started on the new elevator at Pratt, Kans.

The Fremont (Nebr.) Milling Co. has completed its new elevator.

The Peru Roller Mills of Peru, Kans., will shortly build an elevator.

J. M. Cox's new grain office at Hampton, Nebr., has been completed.

The two new elevators at Kingman, Kans., are nearing completion.

W. E. Gault is said to have sold out his grain business at Richmond, Kans.

H. Work & Co. are repairing and remodeling their elevator at Ellsworth, Kans.

Two Hall Distributors will be installed in Correll Bros.' elevator at Plainview, Nebr.

The grain elevator at Crawford, Kans., operated by R. P. Irvine, has been enlarged.

About \$3,000 has been subscribed to build a cooperative elevator at Gove, Kans.

Jarboe & Son are building a 15,000-bushel elevator near their mill at Carrollton, Mo.

The Fayette Milling Co. of Fayette, Mo., will put up an elevator during the summer.

A farmers' elevator with a capacity of 8,000 bushels is being built at Anthony, Kans.

W. R. Griffin of Stockton, Kans., has let the contract for the erection of a new elevator.

J. A. Connor will install an Improved Hall Distributor in his elevator at Creston, Nebr.

T. F. Sheffelbotham, a wholesale grain dealer of Omaha, Nebr., will move to Inman, Nebr.

Johnson & Thierolf of Solomon Rapids, Kans., are installing an Improved Hall Distributor.

The Brand-Dunwoody Milling Co. of Joplin, Mo., is building an elevator at Diamond, Mo.

Tucker & Simpson, grain dealers of Cawker City, Kans., have been succeeded by H. L. Tucker.

The Shickley Farmers' Elevator Co. of Shickley, Nebr., has secured a site on which to erect an elevator has let the contract for the house. Work will

be commenced July 20 and completed within thirty days.

The Foster Grain Co. has been succeeded at Elk Creek, Nebr., by the Hayes-Eames Elevator Co.

A. D. Blanchard is successor to Rogers & Blanchard in the grain business at Bennington, Kans.

The Farmers' Independent Elevator Co. of York, Nebr., has made application for elevator privileges.

G. L. Baker of Holywood, Kans., has bought an elevator at Bushton and now controls five houses.

Kramer Bros.' new house at Kellington, Kans., will be equipped with two Improved Hall Distributors.

J. A. Gilbert of Waco, Nebr., has installed a large Howe Engine, supplied by the Howe Scale Co. of Chicago.

The Farmers' Elevator Co. of Tekamah, Nebr., is reported to have commenced work on its new elevator.

Wells-Hord Grain Co. has placed an order for an Improved Hall Distributor to be installed at Schuyler, Nebr.

The Haviland Grain and Live Stock Co. of Haviland, Kans., has been chartered with a capital stock of \$10,000.

Railsback Bros. of Ashland, Nebr., will equip their elevator at Ithaca, Nebr. with an Improved Hall Distributor.

The Farmers' Co-operative Grain Association of Iuka, Kans., has contracted for the erection of its elevator.

W. C. Lambert has succeeded to the grain business at Benton, Mo., heretofore conducted by Marshall & Lambert.

The Westbrook-Gibbon Grain Co. has equipped its elevator at Shelton, Nebr., with an Improved Hall Distributor.

The Stockton Elevator and Shipping Association of Stockton, Kans., has been chartered with a capital stock of \$1,000.

The Albion Elevator Co. of Albion, Nebr., has put in a large Howe Scale, supplied by the Howe Scale Co. of Chicago.

The Updike Grain Co. of Wahoo, Nebr., is improving its elevator property by the erection of a lumber shed, 60x104 feet.

W. H. Ferguson, who leased the Ulrich Elevator at Arapahoe, Nebr., took possession July 7, with C. S. Kunkle as manager.

The farmers' elevator company of Newark, Nebr., has decided to join the state organization and erect an elevator at an early date.

The mill, elevator and residence of Anderson & Son at Wausa, Nebr., have been sold to the Farmers' Stock, Milling and Elevator Co.

The elevator of the Jones Grain Co. at Liberty, Nebr., has been overhauled and a gasoline engine substituted for the steam engine.

The new elevator which the Farmers' Elevator Co. is erecting at Kearney, Nebr., will be equipped with an Improved Hall Distributor.

Work on the Buffalo County Grain and Live Stock Association's elevator at Kearney, Nebr., is going ahead regardless of the fate of the Ramsey law.

The Harvard Farmers' Elevator Co. of Harvard, Nebr., has let the contract for a 20,000-bushel house to cost \$4,670. It will be completed in eight weeks.

The Farmers' Shipping Association has taken possession of the elevator at Davenport, Nebr., purchased from Harrison Bros. of St. Louis last spring.

Silber, Frank & Woest have completed their elevator at Hermann, Mo. In addition to handling grain the firm will grind feed and deal in flour, salt, etc.

It has been announced that the new grain elevator which was under construction at Armourdale, Kans., prior to the recent flood, will be built near Sheffield.

The Blaine County Mill & Elevator Co. of Geary, Kans., has been incorporated by Fred Ringleman, G. W. Siever, Jacob Willman and others. The capital stock is \$12,000.

The Farmers' Co-operative Association of Rising City, Nebr., has voted to join the farmers' line elevator system and has subscribed for \$4,000 worth of stock in the line company.

The officers of the recently organized Farmers' Grain and Live Stock Co. of Amherst, Nebr., are J. E. Harris, president; Chas. Conner, vice-president; W. L. Moss, secretary, and Fred Albright, treasurer.

J. H. Pope, who has been in the grain business at Roseland, Nebr., for the past fifteen years, has sold his elevator at that place to the Roseland Grain and Supply Co. for \$5,000. A Mr. Butler is in charge of the house for the new owners.

The work of erecting the new elevator at Wichita, Kans., for the Stevens-Scott Grain Co., is under way and the house will be completed within sixty days. The Great Western Mfg. Co., of Leavenworth, Kans., has the contract for the equipment, which will be modern in every respect. The storage

capacity will be 75,000 bushels and this will be increased as demanded.

The Laclede Grain Co. of St. Louis has filed articles of incorporation. The capital stock is \$10,000 and the incorporators are Alfred Pearce, K. W. Ford and W. Lawrence.

The Farmers' Live Stock, Grain & Supply Co., of Ludell, Kans., has been chartered, with a capital stock of \$5,000, to operate grain elevators and do a general co-operating business.

The Dorchester Farmers' Co-operative Elevator Co. of Dorchester, Nebr., has been incorporated with a paid up capital of \$15,000. The incorporators are W. C. Endicott, D. T. Buckingham, Franklin Miller, O. S. Henshine and Joseph W. Carper.

The Farmers' Grain and Supply Co., of Adlant, Nebr., has been incorporated by B. Hodges, F. E. Wingerd, A. Henline, F. Oakman, R. W. Ambrose, George Ireland, J. M. Whitaker, A. V. Ireland, S. L. Baker, Peter Bergquist and J. M. Lockwood. The capital stock is \$10,000.

The Farmers' Grain & Lumber Co. of Firth, Nebr., has filed articles of incorporation with the secretary of the state. The capital stock is \$18,000, and E. Richardson, William Tramar, J. E. Bremiere, Herman Damrow, T. Master, H. Sachilben and E. Damrow are incorporators.

The Farmers' Co-operative Grain Association of Arapahoe, Nebr., has elected officers as follows: President, Charles Gorton; vice-president, W. H. Deamud; secretary, C. S. Fuller; treasurer, S. Paine. The association has leased the Arapahoe Elevator from W. H. Ferguson.

The promoters of the Farmers' Elevator Association at Albion, Nebr., are said to be in a rather unhappy situation as a result of too much confidence in the Ramsey law. They have built an elevator at a cost of something like \$5,000 and now find themselves without a side track and with very little hope of getting one unless the railroad takes pity on them.

A farmers' elevator company has been organized at Cozard, Nebr., with the following officers: E. M. Young, president; W. S. Hutchinson, vice-president; T. F. S. Rasmussen, secretary; Chas. Kinnan, treasurer; T. A. Taylor, D. W. Atkinson and John Kinnan, directors. A committee has been appointed to interview the U. P. officials and request a site for an elevator.

The site of the proposed Missouri Pacific elevator at Kansas City may be changed as a result of the recent flood. It was originally intended to build the house in the East Bottoms, but since the floods W. C. Smith, the general traffic manager of the Missouri Pacific, and the members of the new Hall-Barker Grain Co., by whom the elevator will be operated, have held a conference and virtually decided to build the house on higher ground if a suitable site can be secured. Nothing definite has been decided and the first site may be the one on which the elevator will be built.

It was found necessary to completely overhaul the Peavey Elevator located between the Union Pacific and Rock Island yards in Armourdale, Kans. It is estimated that the damage to the elevator amounted to \$50,000. Twenty carloads of corn and wheat which were standing on the tracks under the sheds and near the building were washed away and turned over. The grain was ruined. There were three carloads of grain on the first floor. All this grain was washed away. All the cleaners in the building were ruined and the windows and doors in the first two floors were broken. The machinery was badly damaged, the brick tool shed, 20x60 feet, with all the repair tools and material, was washed away. The coal house was demolished and the north and south sides of the engine and boiler house caved in.

#### OHIO, INDIANA AND MICHIGAN.

John Powell has recently purchased the elevator at New Ross, Ind.

Smith Brothers have completed improvements on their elevator at Woodbury, Mich.

Crawford & Co., of Breckenridge, Mich., have received an Improved Hall Distributor.

Morrison & Thompson's elevator at Vermont, Ind., will be equipped with a Hall Distributor.

C. E. DePuy Co. will equip their elevator at Stockbridge, Mich., with a Hall Distributor.

Nowlin & Miller have succeeded F. E. Nowlin & Co., grain and hay shippers of Charlotte, Mich.

The Fremont Elevator Co. of Fremont, Ohio, has increased its capital stock from \$20,000 to \$40,000.

Lewis Wolcott and John Lane have secured a site near Lena, Ohio, and are building an elevator.

F. B. Winters has been succeeded in the grain business at Linton, Ind., by Pennington & Cullison.

Plans and specifications for W. B. Lynch's new elevator at Crawfordsville, Ind., have been received.

Hollowell & Bros. will build an addition to their elevator at North Salem, Ind. The new structure will be 24x60 feet, two stories and basement, and

will be used as a seed and storage house. A power seed cleaner will be installed.

The bean elevator of Isbell & Co. at Jackson, Mich., which was burned recently, will be rebuilt.

John Ross has removed from Monticello, Ind., to Ft. Wayne, Ind., where he will engage in the grain business.

The Home Milling Co. of Mt. Vernon, Ind., has completed a warehouse at Upton, Ind. The capacity is 10,000 bushels.

A. C. and B. S. Thompson of Piper City, Ill., have bought an elevator at Freeland, Ind., and engaged in the grain business.

F. W. Stock & Sons, millers of Hillsdale, Mich., have improved their dump by putting in power elevators for oats and rye.

Price & Bruce of Crawfordsville, Ind., have replaced the old elevator at that point with a new modern 15,000-bushel house.

Milo F. Gray is putting in new power transmission machinery and making a few improvements about his elevator at Moline, Mich.

Thorne & Shine have let the contract for a new elevator near the Monon right of way at New Albany, Ind. The contract price is \$7,000.

Taylor & Foreman of Lafayette, Ind., shipped the first car of new wheat from that section on the 8th inst. The yield is light, but grades good.

Fatzinger, Bogen & Sellers of Frankfort, Ind., have bought the elevators of the Cleveland Grain Co. and Albright & Son at Hillsboro, Ind.

The Royce & Coon Grain Co. is building an addition to its T. & O. C. Elevator at Bowling Green, Ohio, and installing a grain drying system.

C. E. Carpenter has just installed an A. T. Ferrell & Co. Clipper Grain Cleaner and a Fairbanks Gasoline Engine in his elevator at Marcellus, Mich.

The Hartley Grain Co. of Goodland, Ind., has secured possession of the elevator at Wadena, Ind., and Harry Hartley has moved to the latter place and taken charge.

F. A. Rockafellow is building an addition to his elevator at Carson City, Mich. It will contain the dynamo that furnishes the power and also a new grain cleaner.

H. C. Clark's new 15,000-bushel elevator at Hazelrig, Ind., is a model in every way. It is fitted with Barnard & Leas machinery and will be ready to receive the new crop of wheat.

W. H. Barker of South Bend, Ind., has just completed extensive improvements in his elevator at Lakeville, Ind. He changed from gasoline to steam power and added new machinery.

The Droste Grain Elevator at Sixth and Carr streets, Cincinnati, Ohio, has been purchased by Heury Good, wholesale grain and hay dealer, for \$22,000. The house will be improved.

C. F. Dawson of Bluffton, Ind., is building a 20,000-bushel grain elevator at that point. Nordyke & Marmon Co. furnished the machinery. The firm is also building a duplicate plant at Sheldon, Ind.

Montell Bros. of Toledo have bought the Big Four and Clover Leaf Elevators at Clarksville, Ind., the Clover Leaf Elevator at Fickel, Ind., and the elevator at Dayton, Ind., from J. O. Finch of Clarksville. Mr. Finch contemplates re-engaging in the grain business, but has not decided on a location.

#### MINNESOTA.

Sanborn, Minn., wants a farmers' elevator.

C. E. Minert has sold his elevator at Holloway, Minn.

The elevator at Clearwater, Minn., has changed hands.

The Hutton elevator at Windom, Minn., is being rebuilt.

The Farmers' Elevator at Arco, Minn., was completed July 1.

The Monarch Elevator Co., has repaired its house at Milan, Minn.

The new elevator at Humboldt, Minn., is in course of construction.

The Farmers' Elevator at Kenyon, Minn., has been overhauled.

A farmers' elevator company is being organized at Truman, Minn.

The State Elevator Co. is putting in coal sheds at Silver Lake, Minn.

Overstad's new elevator at Hancock, Minn., is nearing conception.

The Farmers' Elevator at Barrett Lake, Minn., has been closed for six weeks.

The Rothsay Elevator Co. has completed its new house at Lawndale, Minn.

It is stated that C. W. Gillam intends building an elevator at Storden, Minn.

The Farmers' Elevator at Madelia, Minn., is to be sold at auction July 22.

The Minneapolis and Northern Elevator at Erskine, Minn., has been closed for the summer and

J. A. Munson, the buyer, has gone to Grand Forks, N. D.

The Winter & Ames Co. of Minneapolis is building an elevator at Childs, Minn.

The Hunting Elevator Co. of Taopi, Minn., will rebuild the house recently burned.

An Improved Hall Distributor will be installed in the new elevator at Windom, Minn.

Thom, Christensen & Co.'s elevator at Windom, Minn., is again in shape to receive grain.

The Dawson Produce Co. of Madison, Minn., is said to contemplate building a new elevator.

The elevator in connection with the new mill at Crookston, Minn., is ready to receive grain.

M. J. Mahoney is building an elevator on the Great Northern right of way at Chokio, Minn.

The contract for the new house of the Farmers' Elevator Co. at Kanaranzi, Minn., has been let.

The Security Elevator Co. has repaired its wheat house near the M. & St. L. depot at Norwood, Minn.

The Farmer's elevator at Ada, Minn., has been placed in first-class shape to handle this season's crop.

Cargill Bros. are building a new elevator at Houstou, Minn. The house will be completed within a few weeks.

A 25,000-bushel wheat elevator will be built at Norwood, Minn., by the Evert-Aughenbaugh Milling Co. of Waseca, Minn.

The Skewis-Moen Elevator Co. has torn down its old elevator at Dundee, Minn., and is building a new and modern house.

The Coates Farmers' Elevator Co. of Coates, Minn., has let the contract for the erection of a 25,000-bushel house to cost \$4,200.

The old Peavey warehouse at Donnelly, Minn., recently purchased by the Herman Mill Co., has been moved to a location adjoining the mill.

Burgan & Co., of Minneapolis, have bought the elevator at Clearwater, Minn., and are putting up a potato house and flour and feed store.

St. John Bros. are building a 6,000-bushel addition to their elevator at Lakefield, Minn., and installing an 8-horsepower gasoline engine.

L. H. Standing, who is building an elevator at Foxhome, Minn., as reported last month, will also build houses at French and Everdell, Minn.

McCarren & Buzzard of Fairmont, Minn., have the contract for superintending the construction of six or eight new elevators in the Red River valley country for Jenkins & Gardner.

The stockholders of the Farmers' Elevator Co. of Wabasso, Minn., have elected J. J. Troske secretary and John Price, Frank Gottschalk and John Ahrends members of the board of directors.

Peter Ritter has sold his elevator at West Union, Minn., to Lee, Gingery & Co. of Sauk Centre, Minn. The latter firm will build a new house on the site of the old one and place Mr. Ritter in charge.

At the annual meeting of the Farmers' Elevator & Mercantile Co. of Mantorville, Minn., all the old officers, with the exception of the secretary, were reelected. F. C. Calhoun is the new secretary.

Articles of incorporation have been filed by the Wohlheter Elevator Co. of Fairmont, Minn. The capital stock is \$100,000 and the incorporators are George Wohlheter, Valentine Wohlheter and Emory C. Stowe.

The Woodworth Elevator Co.'s house at Stillwater, Minn., has been sold to the Minnesota Flour Mill Co. of that city. Martin Turnquist has been retained as manager. The new owners have made some repairs.

The new terminal elevator recently built by the Hubbard & Palmer Co. at Kasota, Minn., has been found to be too small and the capacity which is 125,000 bushels, is being enlarged and new machinery will be added.

O. F. Henkel, president of a coöperative elevator company at Holden, Minn., is agitating a combination of farmers' elevators. He believes a \$50,000 corporation would be able to handle all the business of the various farmers' companies in the state.

A farmers' elevator company has been organized at Kenneth, Minn., and will incorporate with a capital stock of \$10,000. The officers are as follows: President, K. G. Oldre; vice president, Kittle Olson; secretary, John Engrebretson; treasurer, F. M. Ames.

At the annual meeting of the Granada Grain and Implement Co., of Granada, Minn., the capital stock was increased from \$8,000 to \$25,000 and the following officers elected: President, E. P. Older; vice-president, L. Entwistle; treasurer, A. A. Lindahl; secretary and manager, F. R. Field.

Great Northern Elevator No. 2, at Minneapolis, a 75,000-bushel wooden house, has been torn down. It was one of the first elevators built in Minneapolis, having been erected by the Minneapolis Elevator Co. in 1879. The house had been empty for the past year and is said to have outlived its usefulness as it could no longer be operated profitably. The

site it occupied was a valuable one, and for this reason the old house was razed.

L. M. Loomis of Minneapolis is building four elevators on the Milwaukee road between Faribault and Zumbrota, Minn. The main house will be at Kenyon and will have a capacity of 25,000 bushels.

The Farmers' Grain and Fuel Co. has been organized at Belview, Minn. Officers and a board of directors were elected as follows: President, D. R. McCorquodale; vice-president, E. Carbert; directors, J. E. Moger, C. A. Kuske, Fred Holt, H. Kaiser, Andrew Stewart, John Olsen, D. McNaughton, Peter McKay John Huck.

At a recent stockholders' meeting of the Fairmont (Minn.) Elevator Co. a dividend of 15 per cent. was declared and the following officers elected: G. S. Livermoer, president; H. W. Sinclair, vice-president; F. A. B. Patterson, secretary and treasurer. Directors—George Wohlheter, U. J. Piffner, Henry Rippe, Carl Nolte, Stephen Santee and John Schrooten.

A farmers' elevator association has been organized at Delhi, Minn., and will be incorporated. The officers are as follows: D. R. McCorquodale, president; E. Carbert, vice-president; A. D. McLean, secretary; J. A. Piersol, treasurer; J. E. Mogen, C. A. Kuske, Fred Holt, H. Kaiser, Andrew Stewart, John Olson, D. McNaughton, Peter McKay and John Kuck, directors.

#### WESTERN.

The California Feed & Fuel Co. of Redlands, Cal., is reported to have sold out.

The Farmers' Warehouse Co. of Sprague, Wash., has filed a petition to dis-incorporate.

De Motte & Goodfellow will discontinue their grain business at Salt Lake City, Utah.

The Tacoma Grain Co. of Tacoma, Wash., has removed its offices from the California building to the Fidelity building.

The Pueblo Flouring Mill and Elevator Co. will equip their elevator at Pueblo, Colo., with an Improved Hall Distributor.

The Farmers' Grain and Supply Co., with headquarters at Wilson Creek, Wash., has filed articles of incorporation under the laws of Idaho. The capital stock is \$50,000 and the object of the company is to operate grain warehouses, buy and sell grain, etc.

The annual meeting of the stockholders of Kettenbach Grain Co. of Lewiston, Idaho, was held June 24, when the following officers were elected: President and general manager, F. W. Kettenbach; vice-president, W. F. Kettenbach; assistant general manager, Otto Kettenbach; secretary, J. H. Schildts; treasurer, Ed C. Smith.

#### CANADIAN.

Work has been started on the two new elevators at Saltecoats, Man.

S. S. Colter has sold his elevator at Virden, Man., to an American company.

It is reported that the Colonial Elevator Co. will build a 30,000-bushel house at Treherne, Man.

Elevators will be built at Napinka, Medora and Waskada, Man., by the Imperial Elevator Co.

The A. Kelly Milling Co. of Brandon, Man., now has fifteen elevators ready for operation and will build five more this season.

The Export Elevator Co. is building a warehouse at Valley River Station, Man., and has plans for a new elevator at Ashville, Man.

The Export Elevator Co. of Winnipeg has been incorporated with a capital stock of \$500,000 by F. M. March, G. K. March, C. M. March and H. H. Wells.

G. T. Somers & Co. of Beeton, Ont., contemplate building a 20,000-bushel elevator and would be pleased to hear from elevator contractors and builders.

Alexander & Law Bros. of Brandon, Man., have bought the 50,000-bushel Farmers' Elevator at that place. The firm is also building a new house at a point between Alexander and Griswold, Man.

The Dowling Milling Co. of Edmonton, Man., is building a new 80,000-bushel wheat elevator near its mill. The new house is to be 40x50 feet. It will give the company a total elevator capacity of 120,000 bushels.

The elevator at Plum Coulee, Man., recently purchased by the Colonial Elevator Co. from F. J. De Fehr, has been repaired and painted. The Winnipeg Elevator Co.'s house at the same place will also be painted.

Farmers of the Menteith district in Manitoba have organized a stock company capitalized at \$15,000 and will build a 30,000-bushel elevator. The house will be completed by September 20, and will be operated by a 15-horsepower gasoline engine.

The elevator now being built in the harbor at Montreal will not be completed by the specified date, August 1. This statement was contained in a copy of a progress report by A. St. Laurent, government engineer, in charge of the construction work, which had been forwarded by the depart-

ment of public works to the commissioners. It also stated that the progress of the work had not been as satisfactory as could be expected, and it was suggested that the contractors be asked to take steps to push the work more rapidly.

The three elevators at Kingston, Ont., are said to have handled more than twice as much grain so far this season as was handled up to the same date last year. One of the causes of the increased business is the abolition of the canal tolls. It is said that additional elevator facilities are needed.

Mackenzie & Mann, builders of the Canadian Northern, announce that in view of the enormous crop prospect they will commence work on two new elevators at Port Arthur. One will be a storage elevator with a capacity of 3,500,000 bushels. The other will be a shipping elevator of 1,500,000 bushels. This will make the Canadian Northern net capacity at Port Arthur 7,500,000 bushels. The Canadian Pacific Elevator capacity at the same point is 7,000,000. The management of the Canadian Northern states that construction will be rushed and there will be some storage in the new elevators this season.

The new house now being built at Point Edward, Ont., by the Point Edward Elevator Co. will be completed early in August. The foundations are in and the superstructure is going up rapidly. The elevator consists of three buildings—a working house, power house, and annex or storage house. The working house is 48x48 feet and rests on 20 massive piers of stone, each pier resting on 16 piles driven close together and sawed off at the river level. The basement is floored with concrete at the water line. The equipment of the working house consists of a marine leg of 12,000 bushels' capacity, two sets of unloading shovels, a receiving leg to carry the grain from the marine leg, and two shipping legs to deliver the grain to cars. At the top of the building are three Fairbanks Scales of 72,000 pounds' capacity. The bins in this building will contain 75,000 bushels. The annex is 30 feet distant from the working house, back from the river, and separated by the railway track. It is 166x126 feet, and has 36 bins, with a total capacity of 450,000 bushels, which, with the bins already mentioned, gives the elevator a total capacity of 525,000 bushels. The method of conveying the grain is by means of wide rubber belts. These belts are in channels at each side of the building, between the rows of bins and below, and when the bins are opened the grain runs out on to the belt and is carried along to any desired bin or back to the working house to be weighed before going into the cars. The power house is 48x48 feet, and stands on the river bank just south of the main building. It will contain a 350-horsepower Corliss engine and two boilers 16 ft. x 72 in. There will be a conical brick smokestack 177 feet high, being one foot higher than the elevator.

## SEEDS

Rogers Bros. Co. is erecting a new warehouse adjoining its seed elevator at Alpena, Mich.

The premises of T. W. Wood & Son, seedmen at Richmond, Va., were damaged by fire recently. The property was insured.

The Albert Dickinson Seed Co. is reported to be about to erect a large storehouse on its site at 110th to 112th streets, South Chicago, Ill.

J. R. Ratekin & Son of Shenandoah, Iowa, are building an addition to their seed house at that place. When the work is completed the firm will have twice the present floor space.

Bryan & Potter, of Greensburg, Ind., have leased the property formerly occupied by the Toledo Wire and Iron Works on Cherry street at Toledo, Ohio, and will engage in the seed business.

W. B. Otwell of Carlinville, Ill., recently shipped 500 bushels of seed corn to East St. Louis, Ill., for distribution among the farmers in the flooded districts on the river bottom. The corn was purchased and distributed by St. Louis parties.

A regular alfalfa furore seems to be raging all over the country, says the Livestock World. Seed is in such demand that prices have advanced to an unexpected figure, but this will not diminish the acreage sown, if seed can be secured at any price.

The American Seed Trade Association held its twenty-first annual convention at Atlantic City, N. J., recently and the following officers were elected for the ensuing year: President, Stephen F. Willard, of Wethersfield, Conn.; vice-presidents, J. C. McCullough, of Cincinnati, Ohio, and Charles N. Page, of Des Moines, Iowa; secretary and treasurer, C. E. Kendel, of Cleveland, Ohio. The executive committee are Walter P. Stokes, of Philadelphia; J. E. Northrup, of Minneapolis; H. M. Schisler, of St. Louis; M. L. Webster, of Independence, Iowa, and

M. H. Duryea, of New York city. About 200 seedmen were present from the United States and Canada. The next convention will be held in St. Louis, Mo., in 1904.

The seed and grain warehouse of David S. Gay, at Winchester, Ky., was burned on June 14, together with its contents. The loss was \$100,000, with \$75,000 insurance. The building contained the largest stock of cleaned blue grass seed in the world. Spontaneous combustion in the hemp department is the supposed cause of the fire. This is the third time the building has burned in the past few years.

Of the \$2,478 to be distributed as premiums by the Iowa Corn Growers' Association, the greater part will be for the best samples of corn. Premiums will also be awarded for the best work in corn judging. The association now numbers 500 members, and it is expected to have at least one corn club in each township in the state before the next annual meeting. In addition to the premiums already provided for, there will be a special class for exceptionally large ears of corn. In every instance uniformity, quality and maturity will be taken into consideration.

## THE EXCHANGES

The Chicago Board of Trade was closed from noon Thursday, July 2, to the following Monday morning.

Memberships in the Chicago Board of Trade are now quoted at \$3,250 net to the buyer. Sales have been made at that figure.

H. G. Morgan, the new president of the Pittsburg Grain and Flour Exchange, has been an active member of that body for many years.

All the business organizations of the city of Detroit have been merged under the title of the Detroit Board of Commerce. The charter membership is 250.

The Milwaukee Chamber of Commerce has followed the lead of the Chicago Board of Trade and adopted an amendment making No. 2 hard winter wheat deliverable on contracts with a 5-cent penalty.

The officers and trustees of the Buffalo Merchants' Exchange have sent out formal announcement cards of the change of name of the exchange to Chamber of Commerce of Buffalo, mention of which was made in our June issue.

The application of the Chicago Open Board of Trade to be listed with the Milwaukee Chamber of Commerce to secure the benefits of minimum rates of commission was granted at a special meeting of the board of directors June 26.

The members of the Chicago Board of Trade have adopted an amendment to the rules providing for an increase in rates of storage of grain in regular warehouses after Jan. 1 next from 1-50c to 1-40c a day after the first term of ten days, during which the rate will remain unchanged at 3/8c a bushel.

The newly elected officers of the Pittsburg Grain and Flour Exchange are as follows: H. G. Morgan, president; Philip Geidel, Jr., vice-president; W. W. Beatty, secretary, and Robert Thorne, treasurer. The board of managers includes these officials and the following: John Floyd, J. W. Smith, A. H. Sunshine, W. A. McCaffrey, Robert Austen, Samuel Walton, Charles Herb, D. G. Stewart and S. R. Paterson.

The directors of the Chicago Board of Trade have again recommended to the membership of the exchange an amendment to the rules making the transfer fee for membership \$100 instead of \$25. It is proposed in this way to create a sinking fund to retire memberships and to make their value more stable. The proposition was before the membership once before, but at that time was defeated. The question will be balloted upon.

The Richmond (Va.) Grain and Cotton Exchange has elected the following officers and directors for the ensuing year: President, John F. Jacob; first vice-president, W. F. Richardson, Jr.; second vice-president, R. A. Justis; board of directors, Edward Alvis, W. U. Bass, W. C. Bentley, S. T. Beveridge, W. G. Bragg, R. L. Chenery, F. H. Deane, T. H. Ellett, W. R. Johnston, George T. King, George D. Mayo, T. L. Moore, N. R. Savage, C. L. Todd and C. W. Wingfield. At the close of the election the newly elected president addressed the exchange in a few well chosen and appropriate remarks.

At a recent meeting of the Toronto Board of Trade a number of changes in the rules relating to the sale of grain and flour were made. The discussion was principally regarding the term "proper documents," being substituted for "original shipping bill" and "bill of lading," in various clauses defining the terms of trade. One section of the

Board objected to the "proper document" clause being added, and succeeded in varying their point, and having the objectionable term rejected. A number of amendments of a technical character were made to the rules, and as amended the new rules will be sent out to the members. It was also decided to strike out all by-laws relating to the gratuity fund of the Board of Trade, that fund having ceased to exist.

### NEW ORLEANS MAY ADOPT FUTURE TRADING.

The directors of the New Orleans Board of Trade contemplate the establishment of future trading in grain and coffee.

Vice-president Porch, Secretary Muller and A. F. Leonhardt are leaders in the grain futures movement and, under authority granted by the directory, have been named by President Lafaye to visit Chicago, and probably Kansas City and St. Louis, to familiarize themselves with grain futures.

### MEMPHIS EXCHANGE ADOPTS NEW RULES.

The Memphis Merchants' Exchange at a meeting held July 2 adopted the following rules, those on oats being entirely new:

#### TEXAS RED RUST-PROOF OATS.

No. 2 Texas red rust-proof oats shall be bright, sound, reasonably clean and reasonably free from other grain and shall not contain over one-eighth black grains, and shall not weigh less than thirty pounds to the measured bushel.

No. 3 Texas red rust-proof oats shall be reasonably clean, not over one-eighth mixed with black grains or slightly stained or weather-beaten, sound and reasonably free from all other grain and not good enough for No. 2.

No. 4 Texas red rust-proof oats that are not good enough to grade No. 3 shall be graded No. 4 mixed or No. 4 oats.

#### WESTERN RED RUST-PROOF OATS.

No. 2 Western red rust-proof oats shall be bright, sound, reasonably clean and reasonably free from other grain, and contain not over one-eighth black grains and shall weigh not less than thirty pounds to the measured bushel.

No. 3 Western red rust-proof oats shall be reasonably clean, not over one-eighth mixed with black grains, or slightly stained or weather-beaten, sound and reasonably free from all other grains, not good enough for No. 2 and to weigh not less than thirty pounds to the measured bushel.

#### HARD WINTER WHEAT.

No. 1 hard winter wheat to be sound, dry and clean hard winter wheat and to weigh not less than sixty-one pounds to the bushel.

No. 2 hard winter wheat to be sound, dry and clean hard winter wheat and to weigh not less than fifty-nine pounds to the bushel.

No. 3 hard winter wheat to be sound, dry and reasonably clean hard winter wheat and to weigh not less than fifty-seven pounds to the bushel.

No. 4 hard winter wheat to be reasonably sound, thin or bleached hard winter wheat unfit to grade No. 3 hard.

The report of A. E. Malone, who attended at Chicago a meeting at which the Associated Exchanges of the United States was organized, was read and adopted and the thanks of the exchange extended to Mr. Malone for his earnest efforts in behalf of the local body. The secretary was also instructed to forward a membership fee for the local exchange to George F. Stone, secretary and treasurer of the Associated Exchanges of the United States.

The Hunt Bros.' Milling company of St. Louis was elected to membership in the Exchange.

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

J. R. Bell, Millbrig, Ill.  
J. M. Nikolai, Madison, Minn.  
M. A. Felme, Waukegan, Ill.  
A. Miesenhelder, Palestine, Ill.  
Henry Klug, Warrensburg, Mo.  
Geo. R. Davidson, Lenox, Mich.  
J. F. Scholl, Rock Creek, Oregon.  
Wm. G. Hulbert, Artinham, England.  
H. C. Robinson of Robinson Mfg. Co., Muncy, Pa.  
Frank Barry, commissioner National Board of Trade, Washington, D. C.  
C. A. McCotter, Illinois Grain Dealers' National Mutual Fire Insurance Co., Indianapolis, Ind.

The St. Louis Wholesale and Retail Feed Dealers' Association has been revived after two years of inactivity. John C. Roever is secretary.

## COMMISSION

Richardson & Co., of Chicago, have increased their capital stock from \$250,000 to \$500,000.

W. B. Bartlett has taken charge of the cotton and grain department of Ennis & Stopponi at Boston, Mass.

The W. J. Armstrong Co., grain commission, of Milwaukee, Wis., has increased its capital stock to \$16,000.

Edwards, Wood & Co., grain commission brokers of St. Paul, Minn., have opened an office at Winnipeg, Manitoba.

Daniel W. Storms, for years one of the Bartlett, Frazier & Co.'s brokers in the corn pit, has engaged in business for himself.

Strauss & Joseph of Cleveland, Ohio, are in their new location in the Williamson Building. Their warehouse is located on the B. & O. Railroad.

The Chicago commission firm of Lake & Leask has dissolved partnership, Arthur Leask retiring to take a rest. The business will be continued by W. H. Lake.

The Doten Grain Co. has been incorporated at Portland, N. Y., with a capital stock of \$100,000. The officers are C. B. Doten, president and C. H. Foster, treasurer.

W. Leroy Snyder, formerly manager of the elevators of the Goemann Grain Co., at Mansfield, Ohio, has entered the employ of Hammond & Snyder, at Baltimore, Md.

The commission firm of Cross & Fort, at Chicago, has dissolved partnership. The business will be continued by James M. Fort, who will clear through the firm of T. E. Wells & Co.

John F. MacKenzie, who recently resigned his connection with the Weare Commission Co., has allied himself with the grain department of Kneeland, Clements & Curtis, of Chicago.

Captain I. P. Rumsey, of Rumsey & Company, recently returned to Chicago from a three weeks' vacation which he spent in the East. While away he visited his old home at Fairfield, Conn.

A new commission firm, under the style of T. E. Wells & Co., has been formed at Chicago by Thomas E. Wells and Benjamin S. Wilson. They will do a business in stocks, bonds, grain and provisions.

H. E. Rycroft, who retired from the firm of Bartlett, Frazier & Co. July 1, has been in the export trade for about twenty years and represented a Liverpool house in New York, before coming to Chicago.

J. G. Jones, formerly of the commission firm of Bartlett & Co. at Peoria, Ill., has made application for a personal membership in the Peoria Board of Trade and will establish a commission business of his own.

E. R. Bacon, who has been connected with Rogers, Bacon & Co., of Chicago, and the Midland Elevators, has withdrawn from that house and will operate the Wabash Elevator, which has for several years been handled by Rogers, Bacon & Co.

Charles G. McNeil, of Sioux City, Iowa, was expelled from membership in the Chicago Board of Trade on July 9, by the unanimous vote of the directors of the Exchange. He was the Sioux City correspondent of the Weare Commission Co.

Edwin S. Jones, who was in the corn pit for Bartlett, Frazier & Co., has been promoted to the position of floor manager for the new Chicago commission firm of Bartlett, Frazier & Carrington, having charge of the firm's business on the floor and in the pit.

The Pacific Elevator Company has been incorporated at Kansas City, Mo., with a capital stock of \$100,000, divided into 1,000 shares at \$100 each. The stockholders are: H. F. Hall, 998 shares; N. E. Carpenter, one share and Charles E. Waldron, one share.

Clarence E. Gray and Harvey S. Williams of Chicago have organized the commission firm of Gray & Williams, to take up the business formerly conducted by the Kerrick, Gray, Williams Co. They will clear their trades through the Calumet Grain & Elevator Co.

The Laclede Grain Co. has been incorporated at St. Louis, Mo., to deal in grain and do a general brokerage business. The capital stock is \$10,000 fully paid up. The incorporators and the amount of stock held by each is as follows: Alfred Pearce, 34 shares; K. W. Ford, and W. T. Lawrence, 33 shares each.

Strater Bros. Grain Co. has been incorporated at Louisville, Ky., to succeed the firm of Strater Bros. The authorized capital stock is \$100,000, divided into shares of \$100 each. The officers are as follows: Charles Strater, president; Henry Strater, vice-president; William E. Strater, second vice-

president; H. H. Bingham, secretary, and Leonard A. Hewitt, treasurer. Each of the officers have subscribed 150 shares of stock.

Clarkson & Co. importers and shippers of grain and flour in the Orient will establish a branch at Seattle, Wash. H. A. Short will act as representative at that place. The concern will ship wheat from Seattle to its mills until Manchurian wheat is available. Clarkson & Co. have branches in China, Japan, Manchuria and Siberia.

The John T. Doyle Co. was incorporated at Stockton, Cal., recently, to do a general commission business, dealing in grain, produce and fruit. The capital stock is \$50,000 in shares of \$100. The directors and the amounts subscribed by each are: John T. Doyle, \$25,000; Harry C. Dunlap, \$500; A. F. Harrison, \$500; George Winter, \$500, and John F. Tone, \$500.

Edward A. Lord, head of the commission firm of Edward A. Lord & Co. was presented with a bouquet of American beauty roses by his fellow members of the Chicago Board of Trade on June 17. The presentation occurred on Mr. Lord's birthday and the bouquet contained seventy-five "beauties"—one for each year of his age. Mr. Lord was in the trade at Boston for twenty years and has been in the Chicago grain trade for twenty-four years.

The Hall-Baker Grain Co. has been incorporated at Kansas City, Mo., with a capital stock of \$750,000. The stock is divided into 7,500 shares at the par value of \$100 each and are held as follows: F. M. Baker, of Atchison, 3,749 shares; Herbert F. Hall, of Kansas City, 3,748 shares; F. G. Crowell, of Atchison and John Fennelly and Edwin C. Meserve, of Kansas City, one share each. The company was formed for the purpose of buying and selling grain, hay and flour and to operate elevators and warehouses.

### EXTRACTS FROM UNCLE BOB'S LETTER ON SHORTAGES.

Dear George—I am in receipt of your last letter, making a vigorous kick about a shortage on a car of oats. Your language in that letter isn't exactly what it ought to be. It's too strong. Strong language relieves your surging emotions, but it generally makes the other fellow surge some, too. Sarcasm won't ever get you anything but abuse. You'll find that if you make a practice of listening to the other fellow's side of the case he will give you closer attention and more respect—and you'll generally learn something. \* \* \* So, my boy, if you expected from me a roast of the Chicago weighing system in reply to your letter, you are to be disappointed. \* \* \* The Board of Trade weighmaster's office, under the wise and conscientious management of its present head, Mr. H. A. Foss, has come to be a model of its kind. It is the best organized, most efficient and best managed weighing system and bureau that is in existence in America. This is strong talk, but it is true, for Mr. Foss himself, as well as his several assistants, including his scale expert, Mr. J. A. Schmitz, are recognized everywhere as authority on the weighing of grain. The Chicago system has been widely copied, but no market can boast of a weighing system that is anywhere near as perfect as ours. The best there is of anything, including brains, generally commands a high price, and our market has spent the money and received the goods. I wish the "receiving" interests here in Chicago could be as proud of the inspection department as we are of the weighing. But we can't, for the inspection is in politics. . . . Therefore, while I am sticking up for our weighing system here, I'm not prepared to say that you are wrong when you tell about your shortage. You are probably right, and the Chicago weights are probably correct also. You will load two thousand bushels of grain into a car and leave nothing between that grain and the outside world but a car door made of cull lumber about one inch thick. The train crews get hold of your car, already overloaded, automatic couplers and gravity tracks, make bumping of cars almost a necessity, hence it should not be surprising to you if some of your grain is lost in transit. Every day you see grain cars going past your station leaking. Grain is darned expensive railroad ballast. Top car doors are frequently knocked off by inspectors, who have to get into a car to sample it. This accounts for some shortages, for when the car is moved the grain overflows.

You have sense enough and experience enough to know that you can't always tell from the appearance of a car of grain at unloading point that it has been leaking, nor is it always possible to know where the point of leakage is. Then, too, there is a certain amount of petty thievery of grain from cars in railroad yards here and elsewhere en route. It is annoying, but it will take better police protection of most railway yards to wholly prevent this.

Of course weight shortages are a mighty tender subject. A man feels that he has been the victim of a low down mean trick, that he had been robbed in a

mean, contemptible way, and thinking these things naturally makes him hot under the collar. . . . You ought to come up here some time and take a trip around the various terminal elevators with Mr. Foss or some of his assistants. You would modify some of the views expressed in your letter, for you will find that Foss is keen and alert to make any improvement that can be suggested, and, more than that, he will spend money freely to test the value of any suggestion that you or any one else will make with the idea of totally eradicating shortages.

Perhaps you don't know that the weighmaster's bureau is always anxious to obtain shippers' weights when the shipper is in a position to give exact weights. If you will send to us weights on each car shipped, we will report them to the weighing bureau when the car is sold and ordered, and the bureau will use them as a confidential check on the work of the weighmen. You ought to do this because of the chance it gives you and the department to locate errors and thus help to improve the efficacy of this service, so important to you.

I wouldn't venture to insinuate that your scales are out of whack—because you don't believe they are, but I want to call your attention to a little book on scales and weighing which the weighing bureau issues this week. This book is illustrated, is interesting and valuable to every one who uses scales, and you ought to have a copy, so if you will write us and say you care to have one, we will see that you get it.

I understand that there is on the statute books of Illinois a law compelling railway corporations to maintain track scales at every station shipping fifty thousand bushels of grain per annum. I am not advised as to why this law is not enforced. The law further provides that where there are no track scales at stations of this class, shippers' weights when sworn to shall be accepted as true weights in controversies with common carriers. If this law were enforced and you could secure what it is intended to give you, a clean bill of lading, that is, a receipt on the railway for the actual amount of grain in each car, you wouldn't have many shortages, or if you did you could collect for the lost grain.

I can appreciate your feelings over a large shortage, and I know how such a grievance grinds you, for I have been up against the same thing myself. I am not discouraged, however, and am just enough of an optimist to think that some day railway corporations will give us a clean bill of lading, obey the laws just like the rest of us and furnish the exact service that they as common carriers are paid to furnish.

When that time comes the lot of the country grain man won't be, as many feel it to be now, similar to that of a livery stable horse—you know everybody takes a crack at the livery stable horse because he hasn't any friends. . . . UNCLE BOB.

Nash-Wright Co. Circular.

## FOREIGN NEWS

The Grain and Feeding Stuff Company of Copenhagen, Denmark, a buyer of American corn, has failed.

The Mexican duty on wheat to have been resumed on July 1 will not become active again until August 1.

The corn crop of Yucatan is expected to be a failure, owing to a plant disease which the farmers are unable to stamp out.

The Russian growing crop is said to be good, since the June rains, except in the extreme western and the Baltic provinces.

A cereal exchange has been established at Rosario, Argentina, with functions similar to those of commercial exchanges the world over.

Odessa is about to construct an entirely new harbor for grain vessels at a cost of \$3,750,000 to expedite the loading of grain. The royal treasury will lend its assistance.

Adolf Schmidt, president of the bankrupt Treber Trocknung (Grain Drying Company), of Cassel, Prussia, a great stock company fraud, was found guilty of fraudulent bankruptcy on July 8 and was sentenced to thirty-two months' penal servitude and to pay a fine of \$750.

The carrying capacity in grain of the cars of the Argentine railway system has increased from 9,379 tons in 1893 to 27,285 tons in 1903. The annual amount of grain handled has increased from 87,468 tons to 184,322 tons. The country, like the United States, has been suffering from railway congestion.

Nicaragua usually grows two crops of corn annually, harvested in August and December. The latest crops were short, but were sufficient for home consumption. The yield is usually from 25 to 50 bushels per acre, and the prices now range from 10c to 15c per medio of 12 lbs., instead of the average of 5c.

## HAY AND STRAW

John Mark of Edon, Ohio, will build a new hay warehouse at that point.

Harris Brothers are enlarging their hay warehouse at Boos Station, Ill.

The Griffith Bros. Milling Co. is erecting a large hay warehouse at Covina, Cal.

The Michigan Hay Association will meet at Battle Creek, Mich., on August 5 and 6.

W. L. Mitchell & Co., dealers in hay at Union City, Pa., will also handle grain at that point.

D. Mansfield, hay dealer of Remus, Mich., will increase the capacity of his bean plant this summer.

Albers Bro. Milling Co. of Portland, Ore., are filling government contracts of baled hay for Alaska.

Brome grass is said to be coming to the front as a forage plant in the Palouse country of eastern Washington.

W. Sheldon of Jackson, Mich., will build a new office building adjoining his hay warehouse and elevator at that place.

Judson Brothers of Durand, Mich., will supplement their hay house in that city by a warehouse at Gaines, a suburb of Durand.

H. J. Good & Co. of Cincinnati, Ohio, are building a 150,000 bushel grain elevator and a hay warehouse with a capacity of 150 cars.

The Pennsylvania Agricultural Department estimates that the hay crop of that state will not average 50 per cent of a full crop.

The Wisconsin monthly crop report recently issued by the State Board of Agriculture, states that the hay crop will be an exceptional one.

C. W. Astley & Co. of Grand Ledge, Mich., have built an additional hay warehouse at Delta, Mich. The firm does a good business at both points.

Hay was recently quoted in several Massachusetts cities at \$25 per ton. The usual price at this season of the year is said to be about \$17 per ton.

C. W. Ballard of Girard, Ill., will increase the capacity of his hay warehouse at that place to 300 tons. He has an elevator of 40,000 bushels capacity at that place which has just been completed.

A report from Yakima, Wash., states that new alfalfa hay is being sold in that market at \$8 per ton delivered. The crop now being cut is generally good, but is reported thin in spots in some localities.

The A. P. Pearson Co. has been incorporated at Kittery, Me., to deal in hay and straw. The capital stock is \$10,000 and the officers are C. C. Smith, of Kittery, Me., president, and A. P. Pearson, of Roxbury, Mass., treasurer.

Canadian farmers and American buyers are said to be smuggling considerable hay across the border of New York state and Vermont. The present high prices of hay makes the illicit traffic more profitable and is the cause of the increase in smuggling.

Hay balers in the vicinity of Chewelah, Wash., are said to have raised the price of baling from \$2 to \$2.25 per ton and the farmers are to furnish team feed. The action of the balers has aroused considerable ill feeling and many farmers are purchasing balers for their own use.

Reports from Quebec and Ontario provinces, state that the recent rains have made a marvelous improvement in the hay fields and pastures and that portions of Canada will have a fair crop. Clover will be a good crop, while timothy is late and undoubtedly short yet it will be far better than at one time was thought possible.

Canadian shippers of hay are experiencing considerable difficulty in getting their goods transported by the railways. The Canadian Pacific Company is unable to procure a sufficient number of cars to move the general freight, and will allow none of its cars off the line. The Boston & Maine and New York Central railroads refuse to allow their cars to go into Canada empty and go back filled with hay, and as a consequence there is a great deal of discontent among Canadian shippers and buyers in the United States.

The Boston & Albany, N. Y., N. H. & H. R. R., and Boston & Maine Railway Companies have adopted the following hay storage rules: Hay will be unloaded in the hay sheds at a charge of one dollar per car, which includes storage for ten business days, computed from time of arrival. Forty-eight hours after arrival, before unloading, will be allowed in which to order for track delivery or to connecting roads. At the expiration of the first storage period of ten business days, and until removal of hay by owners, the following charges will be made: For the next 5 days or part thereof, \$1 per car or part of a car. For the next five days or

part thereof, \$1.50 per car or part of a car. For each succeeding period of 5 days or part thereof, \$2 per car or part of a car. In computing the time after the expiration of the original period of 10 days, Sundays and holidays will be included. In case hay is held in cars for the convenience of the railroads, the time it is so held will be computed as if unloaded into the hay sheds. In other words the same storage rules apply to hay in cars, as to hay in hay sheds. Hay is held at owner's risk of fire.

The National Hay Association elected the following officers for the ensuing year, at the convention held at Chicago recently: President, John L. Dexter, of Michigan; vice-presidents, H. G. Morgan, of Pennsylvania, and T. A. Ballard, of Missouri; secretary and treasurer, P. E. Godresh, of Indiana. The directors elected are Charles England, of Maryland; C. S. Beck, of Indiana; H. S. Gremes, of Ohio; T. L. Wood, of Massachusetts, and J. A. Brubaker, of Kansas. The next convention will be held at St. Louis, Mo.

A press report from Havre, Mont., states that the hay crop in the Milk River valley, particularly about Harlem, Mont., will be the largest on record. In the neighborhood of 12,000 tons will be cut at the latter place. At Chinook the crop will not be a record-breaker, but will be a good one. At Oswego, Mont., and other points lower down the valley the crop is said to be about the usual average. The Wildhorse Lake country will raise a smaller crop than usual this year. In certain other sections of Montana the drouth is said to have seriously affected the hay crop.

The Orange Judd Farmer, in its issue of July 1, sums up the present hay outlook as follows: "Hay-making is in full swing in northern states and it is now possible to form some rational opinion regarding the probable yield. More than generous rainfall the past four weeks throughout New York, Pennsylvania and eastward to Maine, proved highly beneficial to growth of grass, yet the crop there will be materially below a full normal yield. The generally excellent crops now being secured in the states of the central West must be drawn upon to some extent to make up for whatever shortages appear in the important Eastern areas. Advices just received by the Orange Judd Farmer from leading producing sections point to the under-average yield of hay in practically all the territory east of Indiana. Some allowance must be made, however, for the thickening up process, just at the eve of harvest, and for the fair probability that in many states a second crop will be cut, amounting to something, provided present favorable climatic conditions hold. Timothy and prairie hay promise to make a good showing in barn and stack in Illinois, Indiana and further west and southwest, with the quality generally good. Ohio correspondents complain of weedy conditions. Returns in Michigan do not promise particularly brilliant, and while dry, warm weather has been needed, some recent improvement is noted. Always depended upon as a heavy producer, the prospective shortage in New York is important, not only there, but to western hay sections. Advices from our special correspondents in a number of instances point to only half a full yield. Quality fair, but not uniformly excellent; much complaint of admixture of weeds. Late rains greatly benefited previous different prospects in Pennsylvania and Ohio, and clover and clover mixed will show up fairly well; much complaint of weeds in meadows. In New England, long continued drouth was followed by drenching rains. Crop yield light on old meadows and generally late, but harvest in progress and farmers now hoping for good aftermath."

### REVIEW OF THE CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Post Bulletin, were as follows:

During the week ending June 20 quotations at the close ranged as follows: Choice timothy, \$15.50@16.00; No. 1 timothy, \$14.50@15.00; No. 2 timothy, \$12.00@12.50; No. 3 timothy, \$10.00@11.00; choice prairie, \$15.00@15.50; No. 1 prairie, \$13.50@14.70; No. 2 prairie, \$9.00@11.00; No. 3 prairie, \$8.00@8.50; No. 4 prairie, \$6.50@7.00. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$9.00@16.50 for poor to choice timothy, \$8.50@9.50 for state, \$11.50@15.50 for fair to choice Kansas prairie. Rye straw sold at \$6.00@9.50 for poor to choice, and oat straw at \$6.00. The receipts for the week were 7,547 tons, against 5,399 tons for the previous week. Shipments for the week were 111 tons, against 115 tons for the previous week. The arrivals of timothy hay were quite heavy during the week and only a moderate demand existed. Scarcely any prairie hay was offered. The demand was good for all grades and a firm feeling prevailed.

During the week ending June 27 quotations at the close ranged as follows: Choice timothy, \$14.50@15.00; No. 1 timothy, \$13.00@13.50; No. 2 timothy, \$11.00@12.00; No. 3 timothy, \$9.00@11.00; choice prairie, \$14.50@15.00; No. 1 prairie, \$13.00@14.00; No. 2 prairie, \$9.00@11.00; No. 3 prairie,

\$8.00@8.50; No. 4 prairie, \$6.50@7.00. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$6.00@17.50 for poor to fancy timothy, \$8.00@11.00 for state and \$11.50@15.50 for Iowa and Kansas prairie. Rye straw sold at \$9.00@9.50. The receipts for the week were 6,487 tons, against 7,547 tons for the previous week. Shipments for the week were 570 tons, against 111 tons for the previous week. There was a fair demand for choice timothy and prairie hay, but the poorer grades were very dull.

During the week ending July 11 quotations at the close ranged as follows: Choice timothy, \$14.00@15.00; No. 1 timothy, \$13.00@13.50; No. 2 timothy, \$11.00@12.00; No. 3 timothy, \$9.00@11.00; choice prairie, \$13.00@14.00; No. 1 prairie, \$11.50@12.50; No. 2 prairie, \$9.00@11.00; No. 3 prairie, \$8.00@8.50; No. 4 prairie, \$6.50@7.00. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$8.00@14.50 for fair to choice timothy, \$7.50 for state and \$6.00@13.00 for Iowa and Kansas and Nebraska prairie hay. Rye straw sold at \$6.00@9.00 and oat straw at \$4.50@6.00. The receipts for the week were 7,589 tons, against 6,907 tons for the previous week. Shipments for the week were 1,585 tons, against 2,023 tons for the previous week. A very dull market was experienced for low and medium grades of both timothy and prairie hay during the week. The arrivals were heavy and the demand light. Strictly choice grades were in only fair demand and the inquiry was good.

H. H. Freeman & Co., Chicago, in their market letter of July 11 say: There is some shipping demand for choice No. 1 and good No. 2, and we encourage holders of this class of goods to let it come forward now. The tendency of the market is slightly upward. There is but little hay in loading, and as soon as the surplus now here is worked off a firm and better market will prevail. Prairie: Moderate receipts prevailed and market on choice and No. 1 Southwestern hay was good. Low grades are not wanted; neither is there much demand for state hay and we discourage the shipping of this class of goods. Some new Kansas has arrived; its condition was good and buyers are looking for it to come in freely. Straw: Market steady for choice rye. Off colored and poor is not wanted and should not be shipped here. New straw is expected daily and buyers are taking only the good. Straw: There is but a very short time left for holders to dispose of their old crop. The high grade timothy will continue in good favor; other lots will continue to drag. Old prairie has seen top and will be in less favor as the new is being made in good condition and arriving here sound.

### NEW GRAIN LAW OF WISCONSIN.

The Wisconsin new law regulating the storing of grain and the issuing of warehouse receipts therefor is as follows:

AN ACT to regulate the operation of warehouses for the storage of grain and issuing of warehouse receipts.

Section 1. Every person, firm or corporation operating a warehouse in this state, either as owner, occupant or lessee, wherein grain or flax is received and stored in bulk by mixing the grain of different owners, and where warehouse receipts are issued thereon, shall maintain an office in the town, city or village where such warehouse is located, and shall keep in said office a complete record of all grain and flax received, stored and shipped.

Sec. 2. The record mentioned in section 1 shall contain the name of the grain received and shipped, grade of same, the quantity, date of receipt, how stored (in a bin by itself or in common with other grain), date of shipment out with grade and quantity shipped.

Sec. 3. No warehouse receipt shall be valid unless the same is issued from said office and a record made of same therein as hereinafter provided, before delivery of receipt, and every such receipt shall state on its face or by indorsement thereon that it is so recorded in the office of the warehouse issuing the same.

Sec. 4. Whenever warehouse receipts are issued there shall be kept in said office a complete record of the same by date, number, to whom issued, for what grain, giving name, grade, quantity, and when same are surrendered or cancelled, a record of such cancellation.

Sec. 5. The records above provided shall be open at all times during usual business hours to the inspection of any and all persons having grain or flax stored in said warehouse, or holding any warehouse receipts issued thereon, and the owner or holder thereof may require shipment or delivery of grain by surrendering his receipt or other evidence of storage at said office.

Sec. 6. Any person or corporation and each and every officer, agent or employe thereof violating any provision of this act, or doing any act contrary to the provisions hereof, or failing to perform any duty imposed hereby, or refusing to comply with any requirement of this chapter, shall be deemed guilty of a misdemeanor, and shall be punished by

a fine of one hundred dollars for each day of violation of the provisions of this act, or imprisonment not to exceed two years, or both fine and imprisonment.

Sec. 7. Nothing herein contained shall be held in any way to repeal, amend or affect any of the provisions contained in chapter 251 of the laws of 1899 and amendments thereto.

Sec. 8. This act shall take effect and be in force from and after its passage and publication.

## FIRES--CASUALTIES

A new elevator at Thomas, Okla., was badly damaged by a windstorm on June 24.

Dunaway, Ruckrigel & Co.'s elevator at Ottawa, Ill., was damaged by fire recently.

The gasoline engine in Fred D. Gillespie's elevator at Harris, Ill., exploded recently. The engine is a total wreck. No one was injured.

J. J. Smith's grain warehouse and lumber yard at Yorkton, Assa., Canada, were destroyed by a fire that swept over that city on June 11. About 30,000 bushels of wheat were burned.

The Monarch Elevator at Cooperstown, N. D., was recently destroyed by fire. It contained about 3,000 bushels of grain which was also destroyed. The cause of the fire is unknown.

Ainsworth & Hanmer's elevator at Owosso, Mich., was destroyed by fire, together with its contents consisting of hay, grain and beans, on the night of July 7. The loss is \$18,000, with insurance of about one-half that amount.

The Osborne-McMillan Elevator Co.'s elevator at Georgeville, Minn., was badly wrecked by a windstorm that swept over that place on the morning of July 2. The house had been closed for the summer and was consequently empty.

The Hunting Elevator at Taopi, Minn., burned to the ground at 4:30 o'clock p. m., June 12. The fire is supposed to have originated in the engine room. The loss included 41,000 pounds of timothy seed, 4,000 bushels of oats, 200 of flax and 600 of barley.

Arthur Savoie, a young man employed in an elevator at Manteno, Ill., was smothered in a corn bin on June 19. He was inspecting the bin, from which a car was being loaded and losing his footing fell in. The section drew him down into the corn, and he was smothered before help reached him.

S. S. Daish & Son's hay and grain warehouse at Washington, D. C., was burned on July 1. A considerable quantity of hay and some grain was destroyed. The origin of the fire is not known, but it is thought to have been caused by a spark from a locomotive. The loss is estimated at \$3,000.

The elevator at Toledo, Ohio, belonging to the Toledo Salvage Co. was badly damaged by fire on the night of June 19. About 3,000 bushels of damaged wheat stored in the building is a total loss. Some of the machinery and five of the movable floors were also damaged. The loss is about \$9,000.

John Hutton's elevator at Windom, Minn., was struck by lightning during a local thunderstorm on the morning of June 18, and burned to the ground. The building contained 5,000 bushels of grain. The total loss is estimated at \$10,000, partly covered by insurance. The Gillam Elevator near by was with difficulty saved from destruction.

A portion of Wheeler & Ensign's elevator at Hudson, Ill., gave way on June 19, and 2,000 bushels of corn ran out on to the ground. Men and teams were set to work hauling it back into the house, but before it was all gathered up a heavy rain fell and damaged the remainder. The damage to the grain and building is estimated at about \$300.

The Hibbs, Lewis & Biggs grain elevator and 15,000 bushels of shelled corn at Orleans, Ill., were destroyed by fire recently. The loss is \$20,000, with insurance of \$8,000. The elevator was erected about a year ago at a cost of \$15,000. The village authorities asked aid from the Springfield Fire Department and a chemical engine was sent which prevented the fire from spreading to adjoining buildings.

Fire at Ocoya, Ill., on July 1, destroyed two large elevators owned by Kirkpatrick, Lackland & Co. of Chenoa, Ill., the C. & A. railway station, a general store and other nearby buildings. The fire started in the older elevator owned by the firm and is thought to have been caused by sparks from a passing engine on the C. & A. railroad. The flames quickly spread to the new elevator and from there to adjoining structures. The new elevator contained 40,000 bushels of corn and 10,000 bushels of oats. When the elevators collapsed the grain ran out onto the C. & A. tracks covering them from six to fifteen feet deep and seriously interfering with traffic. The fire department of Bloomington, Ill., sent a fire engine to the assistance of the village.

The loss on the elevators, grain, corn cribs and engine house is estimated at \$33,500 with insurance of \$11,500.

The barn and storage warehouse of C. P. Matthews & Sons, wholesale dealers in hay, flour and feed, at Scranton, Pa., was completely gutted by fire on the morning of July 2. The fire was discovered at 12:10 o'clock a. m., by the watchman. The building contained about 30 carloads of hay, a large quantity of straw and considerable flour. The fire is thought to have been smoldering among the bales of hay for some time before it was discovered, and is supposed to have been caused by a spark from an engine. The loss is variously estimated at from \$18,000 to \$20,000.

The Exchange Elevator in the East bottoms at Kansas City, Mo., together with about 50,000 bushels of wheat, was destroyed by fire at 3 o'clock a. m., June 12. The elevator was built in 1893 and belonged to the Kansas City, Pittsburg & Gulf Railroad Co. The house had a capacity of 200,000 bushels and was operated under lease by the Harroun Commission Co. of Kansas City. A number of freight cars also on near-by sidings were burned. The loss is \$100,000. The origin of the fire is unknown and as the building occupied a practically isolated site the firemen were unable to reach it.

Fire destroyed the Minooka Grain Co.'s elevator at Minooka, Ill., at 1 o'clock p. m., June 19. The fire started in the upper portion of the elevator and is thought to have been caused by a hot journal. The village has no fire department and nothing could be done to save the structure. A bucket brigade was organized and prevented the fire from spreading to adjoining buildings. There were about 7,000 bushels of corn and oats in the elevator. The building was valued at between \$2,000 and \$3,000 and the contents at \$3,000. The loss is partially covered by insurance. The elevator will be rebuilt as soon as possible.

## BARLEY AND MALT

Kocot & Shortt, of Sault Ste. Marie, Ont., are contemplating the erection of a 40,000 bushel malt house.

A report from Sioux Falls, S. D., states that the barley crop in that section will be one of the largest ever raised.

The American Malting Co. will close its offices at Winona, Minn., on August 1, and in the future all the office work will be done at the Chicago offices of the company. The company's elevator at Wabasha, Minn., will be closed at the same time.

The work of excavating for the new buildings of the South Dakota Malting Co. at Sioux Falls, S. D., commenced June 22. A new elevator will be erected near the old one and two new upright boilers will be installed in the power plant. The hoiler house will be enlarged and another story added to the drum house. The plant shut down July 1 and will remain idle until the latter part of August.

Christian Zwickle, of Chicago, a member of the firm of Albert Schwill & Co., maltsters, has purchased a tract of land, elevator and malt house belonging to the Doyle estate at Buffalo, N. Y. The present malt house will be torn down and a large one erected on the site. The new malt house will cost, including equipment, a third of a million dollars and will have an annual output of 900,000 bushels of malt.

Fire destroyed a considerable portion of the American Malting Co.'s plant at Milwaukee, Wis., on the morning of June 27. The buildings destroyed were: Malthouse "C," of brick construction, having a yearly output of 800,000 bushels of malt. The engine house and boiler room of brick construction, three stories in height. Elevator "F," six stories in height and protected with sheet iron; capacity 25,000 bushels, and Malthouse "A," of brick, having a yearly output of 700,000 bushels. Elevator "E" was badly damaged by water, but the efforts of the firemen saved it from destruction. The fire is supposed to have been caused by an explosion of dust in one of the elevators. The loss is estimated at \$300,000 and is said to have been fully covered by insurance. The plant will probably be rebuilt at once. The buildings destroyed contained seventy-one pneumatic drums in which the malt and grain was stored.

According to F. C. Hinkley, grain inspector of the Milwaukee Chamber of Commerce, the home consumption of barley will be much larger this year than it has been in the past, on account of the increased malting capacity of that city and the consequent increased demand for the grain. The proportion of barley heretofore shipped out has been about 50 per cent of the amount received, but these figures will be materially changed this year, says Mr. Hinkley. The barley season lasts longer

than it formerly did and up to a few years ago was supposed to be over before this time of the year. The average receipts of barley in Milwaukee for a number of years have been about 11,000,000 bushels, although one year 16,000,000 bushels were received. The usual amount shipped out has been about 6,000,000 bushels annually. The main supply of barley for the Milwaukee market is raised in Wisconsin, but considerable is received from South Dakota, Iowa and Minnesota.

## IMPORTS AND EXPORTS OF BARLEY AND MALT.

Imports—		Bushels.	Value.
May, 1902	.....	120	\$ 92
May, 1903	.....	25	18
Eleven mo. end. May, 1902	....	57,310	33,131
Eleven mo. end. May, 1903	....	56,362	30,136

Exports—		Bushels.	Value.
May, 1902	.....	153,174	83,632
May, 1903	.....	5,270	4,636
Eleven mo. end. May, 1902	....	8,707,335	3,990,618
Eleven mo. end. May, 1903	....	8,127,108	4,494,970

### BARLEY MALT.

Imports—		Bushels.	Value.
May, 1902	.....	200	166
May, 1903	.....	...	...
Eleven mo. end. May 1902	....	2,464	2,471
Eleven mo. end. May, 1903	....	2,268	2,865

Exports—		Bushels.	Value.
May, 1902	.....	44,759	29,141
May, 1903	.....	24,165	17,616
Eleven mo. end. May, 1902	....	362,214	241,271
Eleven mo. end. May, 1903	....	313,885	229,126

## OBITUARY

Link Powell, a leading grain dealer of Moultrie County, Ill., died recently.

C. S. Brent, a well known grain and seed dealer of Lexington, Ky., and one of the wealthiest men in the blue grass country, died on July 2, after an operation at Johns Hopkins Hospital at Baltimore.

George F. Wetherbee, who for 18 years had conducted a grain business in Gardner, Mass., died at his office in that city of heart failure on June 24. Mr. Wetherbee was born at Princeton, Mass., in 1840. He is survived by his wife and two sons.

Stephen Williamson, one of the founders of the exporting house of Balfour, Guthrie & Co., died recently at his country home near Liverpool, England. The firm was organized fifty years ago by Robert Balfour and Mr. Williamson, the English branches being conducted under the name of Balfour, Williamson & Co.

M. M. Day, former member of the Chicago Board of Trade, and recently connected with one of its grain houses as traveling representative, committed suicide on the night of July 12 at the residence of Mrs. Mary Phillips, 229 Twenty-eighth street, Chicago, by drinking carbolic acid. Financial troubles were assigned as the cause.

Jacob Steuernagle, an active member of the Pittsburg Grain Exchange for many years, died at his home in Allegheny, Pa., June 21. The deceased was born in Pittsburg, Pa., in 1840 and removed to Allegheny in 1866. He had recently become connected with S. R. Patterson & Co. Mr. Steuernagle was a veteran of the civil war and a member of several fraternal bodies.

George I. Jones, a former grain commission merchant of Milwaukee, Wis., died at his home at Riverdale, Md., June 28, of heart failure, aged 67 years. The deceased was born in New York city in 1836 and came to Milwaukee in 1860, engaging in the grain commission business. He also later was interested in pork packing. Mr. Jones retired from active business about fifteen years ago, and removed to Riverdale, Md. He is survived by his wife, one son and a daughter.

Miss Lillie Sullivan, for twenty years past the illustrator of the Bureau of Entomology of the Department of Agriculture, died at her home in Washington, D. C., June 27, as a result of a stroke of paralysis. Miss Sullivan was the best known illustrator of entomological subjects in this country, and her drawings were regarded as models of the best type of insect illustration. She was appointed an artist in the Bureau of Entomology in 1880 and held the position up to the time of her death.

The Minneapolis assessor has raised the assessment on grain elevators \$750,000 and listed Chamber of Commerce shares at \$500 each.

The penitentiary jute mill at Walla Walla, Wash., had 900,000 grain sacks on hand at July 1 and material for 350,000 more. Farmers have been slow this season with their orders, owing to uncertainty as to their needs.

## CROP REPORTS

Oklahoma wheat is estimated at 30,000,000.

Grain and hay crops in southern California are the largest in years.

Tennessee's crop of winter wheat is said to be only one-half that of last year.

C. A. King & Co. say winter wheat thrashings in central states are disappointing.

The wheat crop of lower Delaware is poor—in some instances it is not thrashing out ten bushels to the acre.

Crop conditions in the New England states have improved slightly, but with the exception of Maine, the outlook for corn could hardly be worse.

The oat crop in Texas this year is, in many sections, hardly up to the average. Not much of this product will find its way outside the state.

In Nebraska winter wheat is maturing rapidly and spring wheat and oats are doing well. Corn is small and many fields are weedy, but the crop is now growing nicely.

A correspondent states that new wheat is moving quite freely in central Indiana. As a rule the yield runs ten to fifteen bushels to the acre. The berry is quite uniform and grades very fair with good weight.

George H. Phillips figures a reduction in acreage of corn of about 9,000,000 acres under last year. He anticipates a crop of 1,923,000,000 bushels, a reduction of 600,000,000 bushels. The figures are based on the best of weather between now and harvest.

The Missouri July crop report makes the wheat yield 24,700,000 bushels, compared with 56,000,000 bushels last year. The corn condition is 74, compared with 102 last year and the estimated corn area is 6,600,000 acres, compared with 6,775,000 acres last year.

The Ohio crop report, July 6, gives the net wheat area as 2,073,010 acres, and condition 84. Oats were very late and are uneven. Here are a few reports: Unfavorable conditions made corn planting unusually late. Many fields were not planted which with other causes has resulted in a reduction of area as compared with last year of 241,766 acres. The area last year was 3,171,810.

Statistician Snow's crop report gives low averages for the surplus corn states. Nebraska is the highest at 82, Indiana is 80, Illinois 76, Ohio 77, Iowa 74, Missouri 75 and Kansas 77. It is close in line with the state reports. The acreage decreased 3,000,000 acres from last year and is about 94,000,000 acres. The figures were interpreted as meaning 2,000,000,000 bushels by most of the trade, and some figured as low as 1,950,000,000 bushels.

State Statistician Johnson of Indiana estimates the wheat crop at 26,000,000 bushels, as compared with 44,000,000 bushels last year. This year's corn crop will fall about 70,000,000 bushels below the crop of 1902. According to present indications it will amount to something like 110,000,000 as compared with 180,000,000 bushels last year. The oats crop will be light this year, says the state statistician, for the same reason that there will be a large falling off in the corn crop.

H. V. Jones of the Commercial West announces a reduction in the total wheat estimate from 740,000,000 bushels to 725,000,000 bushels as a maximum. The reduction of 15,000,000 is taken from the prospective yields of Missouri, Illinois, Indiana and Kentucky. The apportionment of 200,000,000 bushels for the three Northwest states is left unchanged on the theory that it is too early to estimate spring yield; this total is the average of a possible yield June 1, ranging from 175,000,000 to 225,000,000.

S. S. King, chief deputy grain inspector of Washington, who recently made a tour of the grain districts of the state for the purpose of studying conditions and gaining information as to the probable yield of grain, said: "I think the reports of injury have been greatly exaggerated. The wheat crop will be some lighter than last year, owing more to the cold, backward spring than to any damage by heat or dry weather. The rains came just in time to prevent any serious loss. Fall wheat is thin on the ground, but is making good growths and great improvement since the recent rains."

The Illinois crop report for the week ended July 6 says in part: Ideal conditions have obtained for corn and it has made rapid development. The crop is mostly in a good state of cultivation and many fields have been laid by. While the crop is in a backward state, its present state is as promising as previous adverse conditions would permit. In many localities of the southern district the crop is being attacked by chinch bugs. Considerable planting has been done in the bottom lands of the inundated sections. Oats are ripening fast in the southern counties, and some fields have been cut.

The crop is short and somewhat uneven in the central and northern districts, with promise of yield slightly below average. The plant is infested with lice in several localities in the northern section and considerable damage has ensued. Some fields in the central and northern districts are showing rust. The thrashing of wheat is in progress with very disappointing yield. From estimates furnished it is believed that the average will not exceed ten bushels to the acre and the quality is of inferior grade. Barley and rye are promising.

Secretary Coburn of the Kansas agricultural department has issued a report in which he says: Reports from nearly every township in Kansas, based on conditions existing June 20, summarized, indicate that the area of winter wheat that will be harvested aggregates 5,709,485 acres, or 94.6 per cent of the area sown, and the general average condition of this on the eve of harvest is 89 per cent. Continuing, Secretary Coburn states that 90,000,000 bushels of wheat may be claimed for this year, against 55,000,000 bushels yield in 1902 and 90,000,000 bushels in 1901, the last named being the largest crop in the state's history.

The Iowa state report, issued July 8, says: Corn has made rapid growth, and the early planted fields are being laid by in good condition, some portions of the crop being up to the standard in size and vigor. Cultivation of late planted corn is in progress, with improving prospects of reaching maturity. Wheat, oats and barley are doing fairly well. Reports from county and township crop reporters for July 1 have been tabulated, showing the following percentages of condition: Spring wheat, 88 per cent; corn, 77; oats, 87; barley, 89; rye, 98; flax, 99. A revised estimate of the area of corn planted this year shows 87 per cent, or an average decrease of 13 per cent, compared with the area planted in 1902.

The Northwest Grain Dealers' association of Manitoba on June 27 issued the following bulletin: "Estimated area under crop in Manitoba and Northwest Territories, 1903:

	Acres.	Increase in 1903, per cent.
Wheat .....	3,123,663	19
Oats .....	1,101,333	10
Barley .....	381,135	6
Flax .....	64,639	38

"The condition of the growing crop over the whole country is excellent. While in the smaller area of the northeastern portion of Manitoba rain would be beneficial, yet in the large wheat belt of the west and south plenty of rain has fallen and wheat especially could not look more promising."

Preliminary returns to the chief of the bureau of statistics of the Department of Agriculture show the acreage of corn planted to be about 89,800,000 acres, a decrease of about 4,200,000 acres, or 4.5 per cent from the area planted last year, as revised in December. The average condition of the growing crop on July 1 was 79.4, as compared with 87.5 on July 1, 1902, and a ten-year average of 89.8. The following table shows for each of the twenty principal corn states the acreage compared with that of last year on a percentage basis and the condition on July 1 of this year with the ten-year July average:

	Acreage compared with last year.	1903.	10 yr. av.
Illinois .....	97	78	90
Iowa .....	88	54	93
Nebraska .....	96	75	92
Kansas .....	90	73	93
Missouri .....	88	74	91
Texas .....	105	88	81
Indiana .....	95	76	93
Georgia .....	101	85	86
Tennessee .....	96	86	89
Kentucky .....	93	82	90
Ohio .....	93	75	89
Alabama .....	102	92	87
North Carolina .....	97	82	92
Arkansas .....	97	77	89
Mississippi .....	101	94	85
Virginia .....	97	84	91
South Carolina .....	99	79	87
South Dakota .....	97	87	89
Oklahoma .....	95	85	92
Pennsylvania .....	98	84	86
United States .....	95.5	79.4	89.8

The average condition of winter wheat on July 1 was 78.8, as compared with 82.2 last month, 77 on July 1, 1902, and a ten-year average of 78.2. The average condition of spring wheat on July 1 was 82.5, as compared with 95.9 last month, 92.4 on July 1, 1902, and a ten-year average of 85.9. The average condition on July 1 of spring and winter wheat combined was 80, as compared with 82.9 on July 1, 1902. The amount of wheat remaining in the hands of farmers on July 1 is estimated at about 42,500,000 bushels, equivalent to about 6.3 per cent of the crop of last year. The average conditions of the oat crop on July 1 was 84.3, as compared with 85.5 one month ago, 92.1 on July 1, 1902, and a ten-year average of 87.8. The following table shows for each of the ten principal oat states the condition on July 1 in each of the last three

years and that on June 1, 1903, and the ten-year July average:

	This month.	Last month.	July 1, 1902.	July 1, 1901.	Ten-year av.
Illinois .....	76	79	90	78	88
Iowa .....	88	91	97	92	93
Wisconsin .....	90	98	100	91	92
Minnesota .....	87	95	95	96	90
Nebraska .....	90	90	95	84	86
Indiana .....	73	79	95	83	93
New York .....	87	69	98	92	90
Pennsylvania .....	91	77	90	80	88
Ohio .....	84	74	88	93	90
Michigan .....	87	85	99	90	90
United States .....	84.3	85.5	92.1	83.7	87.8

The average condition of barley is 86.8, against 91.5 one month ago, 93.7 on July 1, 1902, and a ten-year average of 87.3. The acreage of flax is about 500,000 acres, or 13.5 per cent less than that of last year, and the condition is 86.2.

## PERSONAL

W. B. Burns has removed from Fairfax, S. D., to Omaha, Nebr.

Oscar Zelle has taken charge of the Ulrich Elevator at Lake Fork, Ill.

Scott McCormick of Mt. Hope, Kas., has taken charge of an elevator at Temple, Texas.

A Mr. McLean succeeds S. G. Oliver as manager of the Monarch Elevator at Leonard, N. D.

W. J. Law has charge of the grain business of the Consolidated Elevator Co. at Joliet, N. D.

T. F. Henderson, of Popejoy, Ia., has accepted a position as grain buyer with a Minneapolis grain company.

Ed Bailey, of Ames, Ia., has taken charge of the Northwestern Grain Co.'s elevator and lumber yard at Colo, Ia.

Archie Cottier has charge of the Peavey Elevator at Mountain Lake, Minn., during the absence of his father in North Dakota.

J. C. Thomas, a well known grain dealer of Ironwood, Iowa, is a candidate for a place on the school board of that city.

James McMahon, of Pontiac, Ill., a former grain buyer for Rogers, Bacon & Co., has taken charge of an elevator at McDowell, Ill.

A. Todd has resigned his position as buyer for the Central Grain Co., at Crab Orchard, Nebr., and has been succeeded by W. O. Todd.

Charles Hart has resigned his position with the St. Anthony & Dakota Elevator Co. at Minneapolis, Minn., and has accepted a position with an elevator company at Winnipeg, Manitoba.

C. A. Nachbar has taken charge of King's elevator at Jordan, Minn., as grain buyer to succeed Tom Zimmerman, who recently resigned.

O. M. Dahl has resigned his position as grain buyer for the Atlas Elevator Co. at Garretson, S. D., and has removed to Cottonwood, Minn.

E. G. Johnson, a retired grain dealer of Central Iowa, has purchased a portion of a ranch near Santa Clara, Cal., and will reside at that place.

O. I. Brandvold has resigned as wheat buyer for the Duluth Elevator Co. at Dalton, Minn., and has been succeeded by Lars. Nelson, a former buyer.

S. D. Love, a grain dealer of Pender, Nebr., was found unconscious in his office recently, from a stroke of apoplexy, and is in a precarious condition.

H. D. Neff has taken charge of the Weare Commission Co.'s office at Eagle Grove, Iowa. He succeeds Mr. Johnson, who has gone to Montezuma, Iowa.

Charles S. Prosser, head of the firm of C. S. Prosser & Co., grain and feed merchants, at Duluth, Minn., married Miss Stella E. Albright, of that city, on June 24.

President Reuben G. Chandler, of the Chicago Board of Trade, made a visit in June last to Lexington, Va., where he attended a reunion of the graduates of the Virginia Military Institute.

A. H. Hillmer, who has been manager of the Farmers' Elevator Co.'s house at Rock Valley, Ia., for the past three years, has resigned to accept a similar position at Sioux Center, Ia. He will be succeeded by N. P. McLean.

R. C. Osborne of Minneapolis, Minn., has severed his connection with the Osborne-McMillan Elevator Co., with which he had been for the past twelve years, and removed to Winnipeg, Man., where he has accepted an important position with the New Colonial Elevator Co.

A Waterloo, Ia., newspaper records a freak field of corn in that neighborhood. The stalk is about 12 inches high, but is well tasseled out.



## FLAXSEED

The Minnesota Linseed Oil Co.'s plant at Minneapolis, Minn., was damaged by fire recently. The loss is covered by insurance.

Elevator men in the vicinity of Jamestown, N. D., report the growing flax to be in fine condition and say that the frosts did no damage of any consequence.

The receipts of flax at Duluth, Minn., for the crop year ending August 1, will exceed 19,000,000 bushels. To July 8, they were 18,780,000 bushels. It is doubtful if any single primary market will ever again receive 19,000,000 bushels of flax in one year.

An estimate of the Manitoba and Northwest Territories grain area from a Winnipeg commission house places the flax acreage for 1903 at 65,000 acres as compared with 47,000 acres for 1902. This estimate for the present year's area is said to be very low as all the land broken since the middle of May will, or has, gone into flax.

Imports of flaxseed for the month of May aggregated 19 bushels, valued at \$21, as compared with 146,053 bushels, valued at \$215,442, for the preceding May. The total imports of flaxseed for the eleven months ending with May were 124,818 bushels, valued at \$187,796, as compared with 476,977 bushels, valued at \$723,808, for the corresponding period ending with the preceding May.

Flaxseed aggregating 180,559 bushels, valued at \$211,665, was exported during May, as compared with 467 bushels, valued at \$744, for the preceding May. The total exports of flaxseed for the eleven months ending with May were 4,087,818 bushels, valued at \$5,644,175, as compared with 3,874,013 bushels, valued at \$6,031,845, for the eleven months ending with the preceding May.

The recent slump in flax prices is reported to have been caused by the refusal of seed crushers to purchase any raw material. The linseed oil men are said to have profited by the lower prices of flaxseed and holders of flax profess to believe that the manufacturers are attempting to squeeze them and the farmer as well. Flaxseed sold in Minneapolis recently at 97½ cents, the lowest price quoted in that market since December, 1899. The decline will have little effect on the acreage in the Northwest, as practically all the flax farmers intended to sow is now in.

The Duluth Commercial Record sums up the flax situation as follows: Estimates on flax area are beginning to come in quite freely and are justifying the position assumed by the Commercial Record a few weeks ago, viz., that the worst was known and the tendency would be to cut down the early estimates of decrease; in other words, that the area would prove larger than expected. From returns already in it does not look as though Minnesota would decrease more than 15 per cent; North Dakota possibly 25 per cent, but probably not; and South Dakota not far from a stand-off. This would give the Northwest an area of practically 2,700,000 acres, and the entire country close to 3,100,000 acres, compared with 3,700,000 acres last year.

The Agricultural Department year book, of which the advance sheets have been issued, makes an exhaustive review of the culture of flax. "The flax crop," says Charles M. Daugherty of the division of statistics, "is one of the curiosities of agriculture," because the flax plant is the source of two products extremely valuable, yet the full value of both products is never realized from the same crop. The flax straw produces the linen fiber and the flaxseed provides an oil indispensable for the manufacture of paints, varnish, printers ink, patent leather, oil cloth and linoleum. But if flax is cultivated for its fiber, the most effective methods of cultivation will impair the quality of the flaxseed and reduce the quantity. And if the plant is grown for its seed, the fiber will deteriorate. At the present time Europe, and especially Russia, produces flax for its fiber. The United States, Argentine and British India cultivate the plant almost exclusively for seed. Flax was one of the first agricultural products transplanted from the old world to the new and was introduced into this country for its fiber alone. For a period of more than 150 years after the landing at Plymouth, or until the invention of the cotton gin and the advent of cheaper cotton clothing began to supersede garments made of linen, the culture of flax as a basis for the making of homespun filled an important part in the material progress of this nation. In 1849 the United States produced 500,000 bushels of flaxseed. Ohio with one-third of all the crop, was the leading flaxseed state. Twenty years later the crop had doubled and Ohio, still the principal producer, was almost eclipsed by Indiana. In 1879 Illinois led, and in 1889 Minnesota grew more flaxseed than any other state. Ten years afterward North Dakota reported much the largest crop, a pre-eminence that has been

maintained and in 1902 North Dakota produced twice as much seed as Minnesota and more than half of all the flaxseed raised in the United States. Two flaxseed districts had in the meantime become defined. In one was grown the so-called northwestern crop in the other the southwestern crop. The states comprised in the Northwestern flax district and the order of their production are North Dakota, Minnesota, South Dakota, Iowa and Wisconsin and the Southwestern are Kansas, Missouri, Oklahoma, Nebraska and Indian Territory. The Northwestern district produces more than nine-tenths of the American crop. The three primary markets for the Northwestern crop are Duluth, Superior, Minneapolis and Chicago. The seed is distributed from these points to others of less importance in the linseed oil industry, but the bulk of the seed received at Minneapolis and Chicago is shipped out in the form of manufactured products. Of the forty-odd oil mills in the country, six are at Chicago, five at Minneapolis, three at Buffalo, and two each at New York, St. Louis and Toledo, Ohio.

## IN THE COURTS

Dahl & Peterson, elevator men at Atwater, Minn., are in bankruptcy, caused by the burning of their elevator. The insurance money is expected to be ample to pay holders of storage receipts.

Isaac Ault, administrator of estate of one Nelson, has sued the Central Granaries Company at Lincoln, Nebr., for \$5,000. He alleges that Nelson came to his death by an accident due to the negligence of the company.

J. M. Johnson has sued the Collin County Mill and Elevator Company at McKinney, Texas, for the value of a lot of seed wheat sold in 1901, which the plaintiff says failed to produce the kind of wheat guaranteed.

J. L. R. McCollum, grain dealer at Twin Bluffs, Wis., has gone into bankruptcy. Evan W. Evans of Spring City has been made trustee. The assets of the estate are only about \$20,000 against debts of \$50,000 to \$60,000.

The answer of defendants in the case of Minneapolis Chamber of Commerce against the Coe Commission Company and the Minneapolis Independent Grain and Stock Exchange is a general denial and the plea of "you're another."

B. F. Paul and Jas. A. Guncheon of Lima, O., have sued Eschedor Roberts & Co., brokers of Toledo, for \$2,700. They claim defendants' "bucket-shopped" trades they should have placed on the regular exchanges at Chicago and New York.

W. L. Taylor Grain Co. has sued the Bennett Commission Company at Topeka, Kans., for \$950. The basis of the action is an alleged contract by which the defendants were to furnish the plaintiff with 5,000 bushels of mixed and 5,000 bushels of white corn, which contract is still unexecuted.

A. Kramer at Granite Falls, Minn., has obtained judgment against the Northwestern Elevator Co., for the value of 1,200 bushels of grain, which he claimed he delivered to the company's agent at Clara City in 1900. Instead of the regular tickets, the agent gave him only "slips," which the company claimed were not evidences of delivery.

The report of the receivers of the estate of St. Paul and Kansas City Grain Company that they are able to pay debts in full has been approved. There was \$139,504.70 to be distributed; the receivers are allowed \$7,500 each for the remainder of their services and their attorneys \$10,000. The receivers, Peter B. Smith and Fred C. Van Duzen, were complimented by the court on their management of the property.

W. W. Culver of Wichita, Kans., charged by Jas. Butler of the Farmers' Cooperative Grain and Live Stock Association with having embezzled \$500 of the association's funds had a hearing on June 23 at Wichita and was discharged by the court, who exonerated him of the charge. Mr. Culver was unhappy in his bookkeeping, which disclosed manifest errors, which were explained to the complete satisfaction of the court to be errors and nothing more.

The state capital newspaper at Guthrie, Okla., has the following from Jennings, Okla.: "Frank Eaton of near Ripley was in the city this week, and was very enthusiastic about a new kind of corn he is experimenting with. He says the corn, while similar in appearance to other corn, differs from it, inasmuch as it does not grow upon a cob. The cornstalks look like the familiar sort up to tasseling time, when instead of a tassel a gourd-shaped thing-um-a-bob is formed, which contains the corn. When it is ripe for gathering, these gourds yield about a peck of shelled corn. Mr. Eaton has noticed that a peculiar sort of insect, hitherto un-

known, seems to work upon this new corn and reduces the grain to a fine meal. Mr. Eaton is now propagating the insects along with the corn and hopes to produce a new sort of breakfast food."

## WHAT BENEFITS ARE TO BE DERIVED IN ESTABLISHING A GRADE KNOWN AS KANSAS TURKEY WHEAT?

[A paper by A. H. Bennett of the Bennett Commission Company of Topeka, Kan., read at the annual meeting of the Kansas Grain Dealers' Association at Kansas City.]

That Kansas Turkey Wheat and the products manufactured therefrom are rapidly taking front rank in the market of the world, is now an admitted fact; that this is being accomplished solely upon the merits of the commodity, is a self-evident truth; that it far surpasses the much-talked-of and widely-heralded spring wheat of the Northwest is a fact no less known to its friends (though more readily admitted) than to many of the large mill operators in the spring wheat territory, who for years have been "bolstering up" their flour by mixing our Kansas Turkey Wheat with their own spring wheat and offering the product on the market as "Pure Spring Wheat Flour," some of them even going so far as to publish through the columns of the press affidavits to that effect in their efforts to cover up the fact that millions of bushels of choice Kansas Turkey Wheat were at that very time in store in their elevators, awaiting only the process of the rolls to be made into "Pure Spring Wheat Flour."

Possibly the attention of the public at large would not yet have been attracted to this little ruse had it not been carried to excess during the season of 1900, when the spring wheat crop was such a total failure; yet the output of this "Pure Spring Wheat Flour" was in no wise diminished. But the public did not forget. The thorough investigation and widespread exposition of this practice, so ably carried out by the "Topeka Daily Capital" at that time, did more to attract the attention of the people to Kansas wheat and Kansas flour than anything else which has ever been done along that line.

Less than fifteen years ago this variety of wheat was not much in demand, indeed, it had not come to be generally considered of great value for milling purposes; and even as late as in 1891 it sold in the Kansas City market at from 4 to 5 cents per bushel under the price of red; but what has been the relative value during the past two or three years? Reference to your "Kansas City Price Current" will show that during more than one-half of this time its market value has been equal to or greater than that of the soft wheat variety. Note, if you will, the mills who draw their supplies from our state. A few years ago there were more of them equipped for grinding soft wheat than hard; but how is it now? You can count the large soft wheat mills of our state upon the fingers of one hand, leaving one finger still uncounted, but the hard wheat mills are to be numbered by the score, and the number increasing every year.

How account for this rapid change—what does it signify? Simply that Kansas Turkey Wheat is superior to all others, and that the public in general is rapidly becoming aware of this fact. Then what are some of the benefits to be derived from the establishment of a grade to be known as "Kansas Turkey Wheat," and of what should such grades consist?

First. *It will prevent misunderstandings and disputes between buyer and seller.* The most of those present will remember that in 1900 (and frequently since that time) numerous Kansas City buyers bid from one-half to a cent and a half premium for Turkey Wheat. Perhaps some of you shipped wheat which you expected would be applied at that premium, but were disappointed to learn that the buyer did not so consider it; and with no official inspection to determine which was correct, the opportunity for a misunderstanding was not wanting, and the shipper got the experience while the elevator mixer took the profit. But since experience does not show up in bank balances, the elevator man had decidedly the best of the deal.

Second. *It will help to give it precedent.* Every manufacturer who wishes to place an article upon the market first gives it an appropriate name by which it is to be known to manufacturer, jobber, retailer and consumers alike, and under which its reputation is publicly established and maintained. Likewise if we wish this, the pride of all Kansas agricultural products, to become thoroughly established in the public mind, we must give it a name or grade.

Third. *An appropriate name, with proper distinctions as to grade, will prevent manipulation.* A few years ago when this wheat first began to command attention, there was an attempt made to give it a name, but time, which proves all things, proved it to be a misnomer instead. For a short time it was called "Kansas Hard Wheat," but this did not prove adequate; it was too general, and now we seldom

see an inspection certificate reading "Kansas Hard Wheat." Why? Because Nebraska and Oklahoma both raise hard wheat, and while both resemble the Kansas variety, neither are its equal, as has been demonstrated by government chemists, and neither commands equal prices in the general markets; hence elevator men and mixers were quick to take advantage of these facts and began mixing with the genuine article these inferior and cheaper grains, until though similar in appearance, this mixture was far below the Kansas standard, and a careful comparison would have brought the blushes to a Kansas farmer's wheat bin. But with the establishment of pure Turkey Wheat grades, this manipulation can be prevented, and the relative increase in values will benefit the dealers and producers of Kansas rather than the proprietors of a few mixing houses in general markets.

Fourth. *This will improve the standard of Kansas Wheat.* And to improve the standard means to increase the revenue to both producer and dealer; to the producer, because it costs no more to plant, harvest and market good grain than it does poor; to dealer, because the commodity will have a fixed value of which he will reap the benefit, and that value will be determined by the demand from millers who want the wheat to grind, not from elevator mixers and speculators in central markets. For if No. 2 Kansas Turkey Wheat shall consist of pure Turkey wheat, sound, clean, uniform in color and size and test not less than 59 pounds to the measured bushel; if No. 3 Kansas Turkey Wheat shall consist of pure Turkey Wheat, reasonably sound, reasonably clean, and uniform in color and size, and test not less than 57 pounds to the measured bushel, —these provisions that it shall be pure Turkey Wheat and that it shall be uniform in color and size will not only prevent manipulation to any great extent, but will also hold high the standard; for if manipulated wheat cannot be identified in any other way, it can be determined by the lack of uniformity in color and size.

Fifth. *To raise the standard of quality will create a demand from millers.* And so fast as this standard is raised and maintained, just so fast will these mills become more and more anxious for our wheat; for it is a well known fact that every miller prefers the unmanipulated article when he can get it; and instead of having to consign large quantities of milling wheat to Kansas City and other markets, this demand will grow and increase, more and more, year by year, until, at no far distant day, there will be established a demand from mills east, west, north and south sufficient to enable the dealers of our state to place every bushel of milling wheat direct with the manufacturer.

Lastly. *Shall we have this grade?* Shall Kansas dealers and shippers reap the benefits to be derived from the production of the best wheat on the continent, or shall we continue to allow the elevators at terminal markets to reap the profits which rightfully belong to us? These questions are for you to answer.

## HANDLING GRAIN ON PACIFIC COAST.

The grain of the Pacific coast is handled at present in a manner entirely different from that which prevails east of the Rocky mountains. Having to cross the equator twice, it must be carried in sacks to prevent heating, and not in bulk in the hull of the ship as on the Great Lakes or the Atlantic. The grain is practically all bought by three concerns, two of them located in Liverpool and also interested in a line of steamers, so that they can furnish their own shipping. The wheat is sent to England and sold for what it will bring. It acts as a damper—a wet blanket—on the entire market. The voyage around the Horn is four months long, and by the time the first cargoes are reaching port the last are leaving, so that it is all afloat at the same time. The buyer in Europe knows what is afloat. Thus, the manner in which the crop is handled breaks the market down more than twice the same amount from Atlantic ports. There the buyer must send over and place his order in advance of shipment. With the Pacific coast grain it must sell for what it will bring. The ship cannot be delayed and the grain cannot be stored in sacks.—J. J. Hill in Kansas City Star.

## SALES OF CORN SHELLERS AND CLEANERS

The Barnard & Leas Mfg. Co. of Moline, Ill., has received orders for corn shellers and cleaners from the following during the past two months: May—H. G. Birchard, Lincoln, Neb.; E. E. Hollister Co., Quincy, Ill.; R. D. DeFord, Olive Hill, Tenn.; E. F. Moldenhausner, Wild Rose, Wis.; Schalk Bros., Anderson, Ind.; R. M. Luderman (per Weller Mfg. Co.), Wolcott Ind.; L. Palenske (per Marseilles Mfg. Co.), Alma, Kansas; J. P. Leiss Grain Co., Jasper, Mo.; Luis G. Avilla, Durango, Mexico; H. C. Clark, Lebanon, Ind.; A. J. Hall (per Weller Mfg. Co.), Milford, Ind.; Burlington Electric Light & Power Co., Burlington, Wis.; Morrison & Thompson, Kokomo, Ind.; Edinger & Co., Louisville, Ky.

June—Maish Mfg. Co., Warsaw, Ind.; Oscar Anderson, Colfax, Wis.; Burlington Electric Light & Power Co., Burlington, Wis.; Savage & Tyler, Knoxville, Tenn.; A. E. Wheeler, Canton, Minn.; The Wolf Co., Chambersburg, Pa.; Oswego Seed & Grain Co., Oswego, Kansas; Walker & Jones, Ashwood, Tenn.; W. F. Starz & Co., Fowler, Ind.; Stratford Mill Bldg. Co., Stratford, Ontario; Illinois Sugar Refining Co., Chicago, Ill.; Cottingham & Franklin, Leipsic, O.; Stephens-Adamson Mfg. Co., Aurora, Ill.; J. A. Campbell & Son, Lincoln, Neb.; Rolfe Grain Co., Rolfe, Ia.; R. K. Warner, Henry, Ill.; Colonial Distillery Co., Trebcins, O.; J. F. Fields, Calhoun, Ga.

## SALES OF HALL DISTRIBUTORS.

The Hall Distributor Co. of Omaha, Nebr., sold and shipped distributors to the following parties during the month of June: Barnard & Leas Mfg. Co., Moline, Ill., one 6-inch 8-duct distributor; P. H. Pelky, Winfield, Kan., one 6-inch 8-duct distributor; D. H. Cramer, Omaha, Nebr., one 7-inch 15-duct and one 7-inch 12-duct distributors; Weller Mfg. Co., Chicago, Ill., one 6-inch 8-duct distributor; Globe Machinery and Supply Co., Des Moines, Ill., one 6-inch 12-duct distributor; Seeley, Son & Co., Fremont, Nebr., two 7-inch 12-duct distributors; E. J. Miller, Perry, Okla., one 6-inch 8-duct distributor; Albion Elevator Co., Albion, Nebr., one 7-inch 15-duct distributor; Vienna & Belknap Elevator Co., Belknap, Ill., two 6-inch 8-duct distributors, and Vienna, Ill., two 6-inch 8-duct distributors; Morrison & Thompson, Vermont, Ind., one 6-inch 8-duct distributor; Crawford & Co., Breckenridge, Mich., one 6-inch 8-duct distributor; J. J. Peters, Wellsburg, Ia., one 6-inch 12-duct distributor; Johnson & Thierolf, Solomon Rapids, Kans., one 7-inch 8-duct distributor; Westbrook, Gibbon Grain Co., Shelton, Nebr., one 7-inch 12-duct distributor; D. H. Cramer, Kearney, Nebr., one 7-inch 12-duct distributor; J. A. Connor, Creston, Nebr., one 6-inch 8-duct distributor; Pueblo Flouring Mill & Elevator Co., Pueblo, Colo., one 7-inch 8-duct distributor; Railsback Bros., Ithaca, Nebr., one 6-inch 8-duct distributor; C. E. DePuy Co., Stockbridge, Mich., one 6-inch, 15-duct distributor; Younglove & Boggess Co., Shirley, Ill., one 6-inch 10-duct distributor; Corell Bros., Plainview, Nebr., two 7-inch 10-duct distributors; Wells-Hord Grain Co., Schuyler, Nebr., one 7-inch 15-duct distributor.

All the Chicago public warehouses except one were made "regular" for the year beginning July 1. The exception was the Chicago Terminal Railroad Transfer Company's, who failed to file its bond in time for action by the Board of Trade directors on June 30.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### KANSAS ELEVATORS.

Elevators for sale in Kansas. Address  
E. J. SMILEY, 37 Crawford Bldg., Topeka, Kans.

### STRONG SCALES.

For elevators and mills. The best is the cheapest, write to-day.

GOVERNMENT STANDARD SCALE WORKS,  
Terre Haute, Ind.

### FOR SALE.

One 6-horse steam engine mounted on boiler. For sale cheap. Address

S. E. GLINE, Leonidas, Mich.

### FOR SALE.

Grain elevator and hay and coal business for sale; good power, fine trade.

BOX 54, Scotts, Mich.

### ENGINE FOR SALE.

Gasoline engine for sale, 20-horsepower, good condition; reasonable price. Address

THOS. B. CARSON, Davenport, Iowa.

### SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

### FOR SALE CHEAP.

Three Barnard & Leas Dustless Separators, 1882 pattern. Want to make room for large capacity separators. Address

J. F. HARRIS & CO., Burlington, Iowa.

### FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

### FOR SALE.

Grain elevator in central Ohio on N. & W. Ry. for sale; building and machinery in good repair. Also storeroom and residence in connection. For particulars address,

LOCK BOX 7, Groveport, Ohio.

### MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

### POWER PLANT FOR SALE.

Consisting of the following machinery:

One 14x36 Sioux Corliss Engine.

Two 48-inch by 16-inch tubular boilers, now carrying 100 pounds pressure.

Two duplex boiler feed pumps.

One feed water heater.

One steel water tank.

All piping connecting above machinery included.

Plant can be seen running at our elevators at Minneapolis. Can make delivery of the above goods in the month of July. For price write

CONCRETE ELEVATOR CO., Minneapolis, Minn.

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### GRAIN BAGS.

One hundred thousand for rent. Write for terms.  
FOELL & CO., 123 Market St., St. Louis, Mo.

### GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

### WANTED.

A man controlling a good western future and consignment trade wishes to make connection with a first-class grain commission firm. Address

X. Y. Z., Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

### WANTED.

A reliable, steady millwright. One who can handle a two-hundred-thousand-bushel capacity grain elevator; keep shafting and machinery in repair. Also keep account of in-going and out-going weights of cars. Single man preferred. Elevator located in Pennsylvania. State terms and whether married or single. Address

D, Box 5, care "American Elevator & Grain Trade," Chicago, Ill.

### ELEVATOR MACHINERY AND SUPPLIES.

Persons building or remodeling grain elevators should write for our catalog of machinery and supplies, which describes the "Ohio" Sheller, Smith's Improved Chain Drag Feeder, Smith's Overhead Wagon Dump, Elevator Head and Self-Cleaning Boot, Marquis Ear Corn Feeder, Cast Iron Pulleys, Wood Pulleys, Sprocket Wheels, Hangers, Shafting, Belting, etc. I also manufacture Saw Dust, Tupper and Straight Bar furnace grates.

PHILIP SMITH, Sidney, O.

## MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

## Burlap Bags!! Grain Bags!!

ALL SIZES MADE TO ORDER.

W. J. JOHNSTON, 182 Jackson St., Chicago.

## ROOFING AND SIDING.

## Iron and Steel Buildings



Structural  
Iron Work,  
Corrugated  
Iron Roofing,  
Siding,  
Eaves Trough,  
Conductor Pipe,  
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THE GARRY IRON & STEEL CO.,  
CLEVELAND, OHIO.

Manufacturers Mortar Colors and Mineral Paints. Write for Catalog.

## SYKES STEEL ROOFING CO.

611 So. Morgan Street, Chicago

Makers of FIRE-PROOF WINDOWS



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of

Corrugated Iron and  
Metal Roofing  
For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

## GRAIN RECEIVERS

## PEORIA

## FRANK HALL &amp; CO.

SUCCESSORS TO E. S. EASTON &amp; CO.

## Grain and Commission

324 South Washington Street,

PEORIA, ILLINOIS.

## WARREN &amp; CO.

## GRAIN

## Commission Merchants

ROOMS 7 and 9 CHAMBER OF COMMERCE,  
PEORIA, ILL.

ESTABLISHED 1875.

## P. B. &amp; C. C. MILES

## Grain Commission Merchants

BUYERS AND SHIPPERS

36-37 Chamber of Commerce, PEORIA, ILL.

## T. A. GRIER &amp; CO.

PEORIA, ILL.

RECEIVERS, BUYERS AND SHIPPERS  
OF WHEAT, CORN, OATS AND RYE

On account of the peculiar character of the season, grain  
is largely off grade and we advise consignments.

WE GIVE ALL CONSIGNMENTS CAREFUL ATTENTION

A. G. TYNG, Jr.

D. D. HALL.

## TYNG, HALL &amp; CO.,

## Grain and Commission Merchants,

ROOMS 33 AND 35 CHAMBER OF COMMERCE,  
PEORIA, ILLINOIS.

## VAN TASSEL &amp; BUNN

GRAIN  
COMMISSION  
MERCHANTS

Track Buyers and Shippers

ROOMS 44 and 46  
CHAMBER OF COMMERCE

PEORIA, ILL.

## INDIANAPOLIS

## W. J. RILEY &amp; CO.

RECEIVERS AND SHIPPERS

## GRAIN, HAY, FLOUR AND FEED

Write or wire us if you want to buy or sell.  
Will answer promptly.

INDIANAPOLIS, INDIANA

## MILWAUKEE

LEMAN BARTLETT

O. Z. BARTLETT

## L. Bartlett &amp; Son,

GRAIN AND PRODUCE COMMISSION  
... MERCHANTS ...

## BARLEY A SPECIALTY

Room 23 Chamber of Commerce Bldg.,  
MILWAUKEE, WIS.

Careful attention given to orders from  
Brewers, Malsters and Millers.

## PITTSBURG

## C. A. FOSTER,

McCance Block, Cor. Seventh Ave.  
and Smithfield St., Pittsburgh, Pa.

Established 1878

## Wholesale Grain, Hay and Mill Feed

CONSIGNMENTS SOLICITED.

Reference: The Colonial Trust Co., Pittsburgh, Pa

## GEIDEL &amp; CO.,

Leading Mill Feed Dealers,  
GRAIN, HAY AND STRAW.

MEMBERS OF  
National Hay Association,  
Pittsburg Grain and Flour Exchange.

PITTSBURG, PA.

WE USE ROBINSON'S CIPHER.

REFERENCE: MONONGAHELA NATIONAL BANK

## HERB BROS. &amp; MARTIN

WHOLESALE

## GRAIN, HAY and FEED

CONSIGNMENTS SOLICITED

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PITTSBURG, PA.

DANIEL McCAFFREY'S SONS CO.,

## Leading Hay Dealers

PITTSBURG, PA.

Established 1867.

Reference: Duquesne National Bank.

CONSIGNMENTS SOLICITED.

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## H. L. Halliday Milling Co.

RECEIVERS AND SHIPPERS

## CORN--WHEAT--OATS

CAIRO,

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## F. H. PEAVEY &amp; CO.,

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MINN.

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MILLING WHEAT A SPECIALTY.

J. R. WARFIELD, Pres. WM. GRIFFITHS, Vice-Pres. and Mgr.  
C. D. TEARSE, Sec'y and Treas.

BROOKS - GRIFFITHS CO.,  
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OFFICES: CHICAGO MILWAUKEE Consignments and Orders for  
MINNEAPOLIS DULUTH Future Delivery Solicited.

PRIVATE WIRES—CHICAGO AND NEW YORK.

511-514 New Chamber of Commerce, Minneapolis, Minn.

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D. WEBSTER

R. A. DINSMORE

The McCaull-Webster  
Grain CompanyCOMMISSION  
MERCHANTS.MINNEAPOLIS,  
MINN.

## PHILADELPHIA

## L. F. MILLER &amp; SONS,

RECEIVERS AND SHIPPERS OF

## Grain, Feed, Seeds, Hay, Etc.

OFFICE 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED. Special attention  
given to the handling of CORN AND OATS.

REFERENCES..... } Manufacturers' National Bank, Philadelphia, Pa.  
} Union National Bank, Westminster, Md.

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JULIUS FLEISCHMANN, President CASPER H. ROWE, Secretary  
W. W. GRANGER, Manager

## THE UNION GRAIN &amp; HAY CO.

Shippers and Receivers,

CINCINNATI, O.

## HENRY HEILE &amp; SONS

CINCINNATI, OHIO

Receivers and Shippers of... HAY, GRAIN and FEED

Warehouses and Elevators at Cincinnati, Ohio,  
Covington, Newport and Latonia, Ky.

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### THE UNION ELEVATOR CO.

BUYERS AND SHIPPERS

WHEAT, CORN, OATS, HAY AND STRAW

OUR SPECIALTY: RECLEANED ILLINOIS SHELLER CORN  
CLEVELAND, O.

H. M. STRAUSS

H. J. JOSEPH

### STRAUSS & JOSEPH Commission Merchants

GRAIN, MILL FEED, SEEDS and HAY  
CLEVELAND, OHIO.

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### CONNOR BROS. & CO. GRAIN AND HAY ST. LOUIS.

MEMBERS OF GRAIN DEALERS' NATIONAL ASS'N

We Solicit Your Consignments of

### Grain, Hay and Seeds

G. L. GRAHAM & CO.,  
301 Chamber of Commerce, ST. LOUIS, MO.

### BRINSON-WAGGONER GRAIN CO.

RECEIVERS AND SHIPPERS OF GRAIN

FUTURE ORDERS EXECUTED

ST. LOUIS, MO.

### PICKER & BEARDSLEY

Commission Merchants.

### GRAIN, HAY AND GRASS SEEDS.

The Largest Receivers of Consigned Seeds  
in St. Louis.

No option trades taken. Strict attention paid to the sale of cash  
grain by sample.

St. Louis, - - Mo.

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### SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

### GRAIN COMMISSION RECEIVERS AND EXPORTERS.

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

### Thos. H. Botts & Co.

FLOUR, GRAIN AND GENERAL  
Commission Merchants

49 and 51 Chamber of Commerce

BALTIMORE, MD.

REFERENCES—First National Bank, C. Morton Stewart & Co.,  
I. M. Parr & Son, BALTIMORE; Dunlop Mills, Warner Moore  
& Co., RICHMOND, VA.

### KIRWAN BROS. GRAIN CO.

BALTIMORE, MD.

BUYERS AND RECEIVERS

### GRAIN ~~AND~~ HAY

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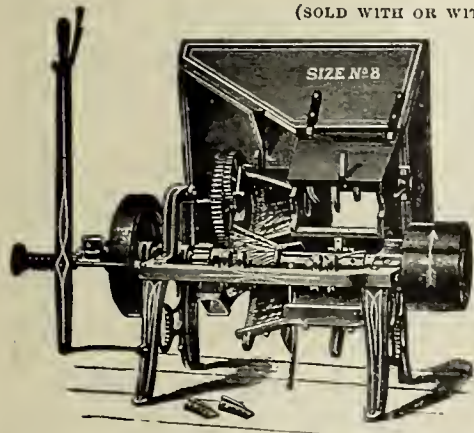
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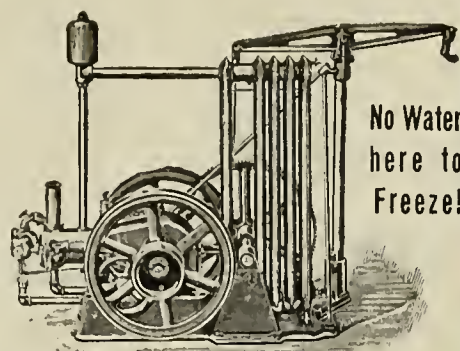
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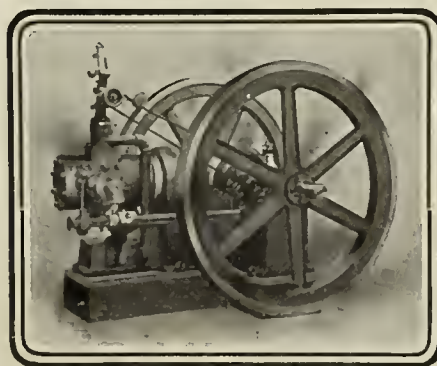
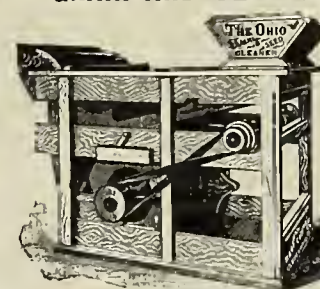
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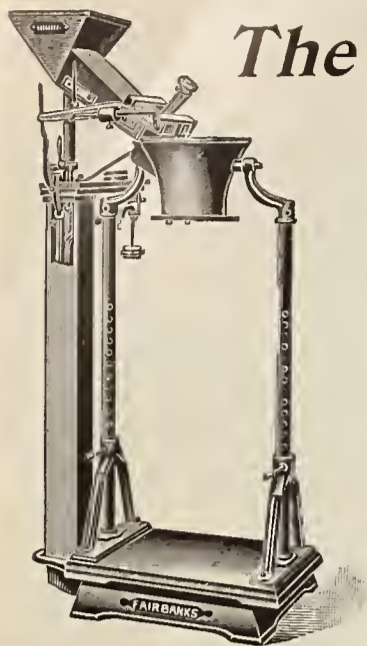
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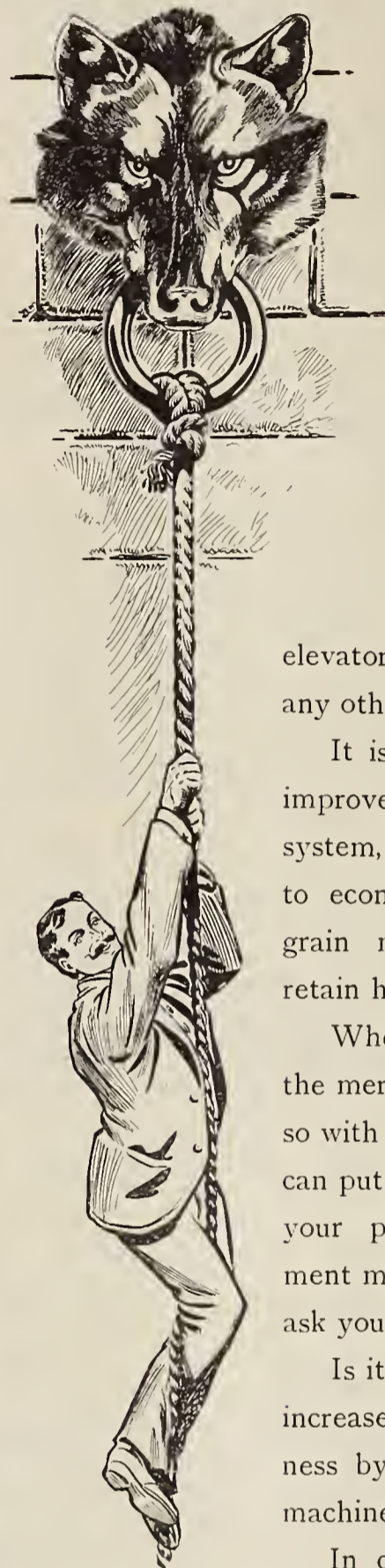
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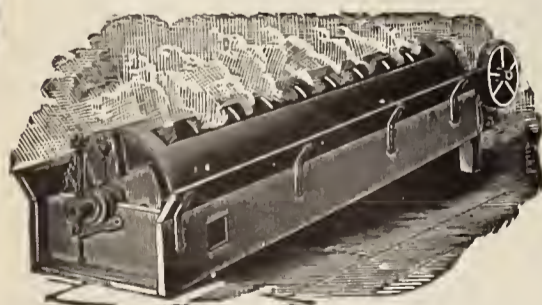
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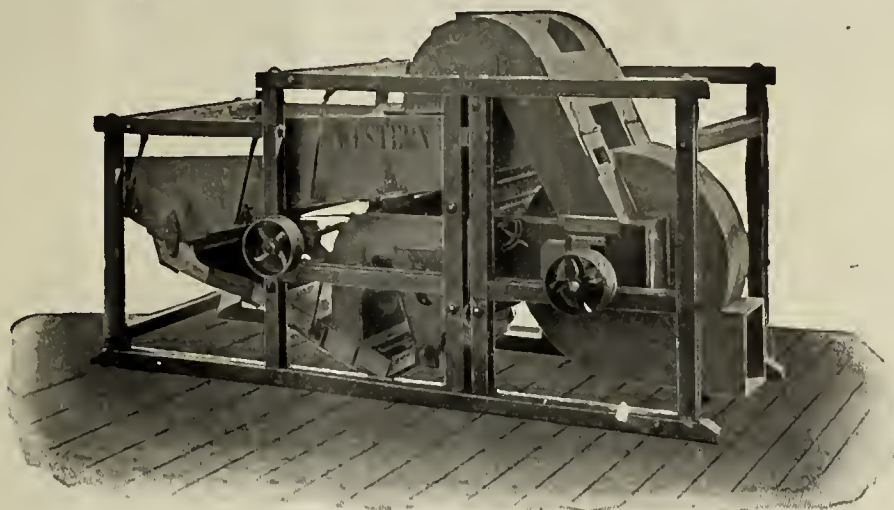
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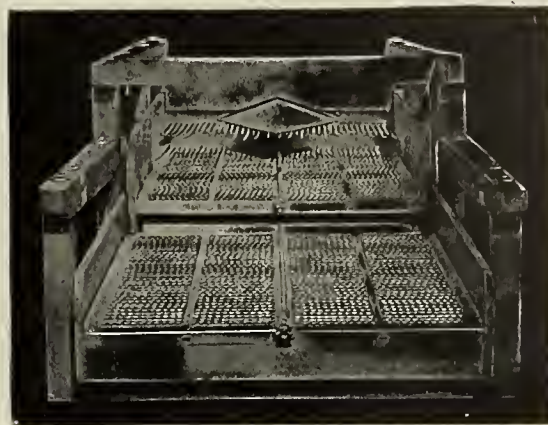
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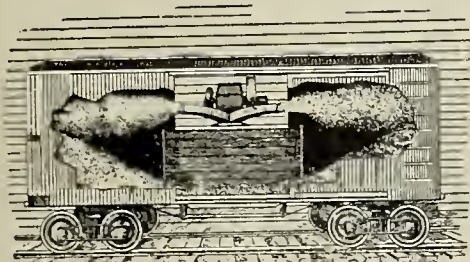
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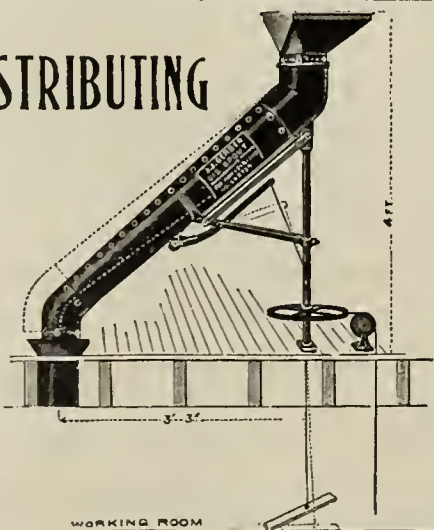
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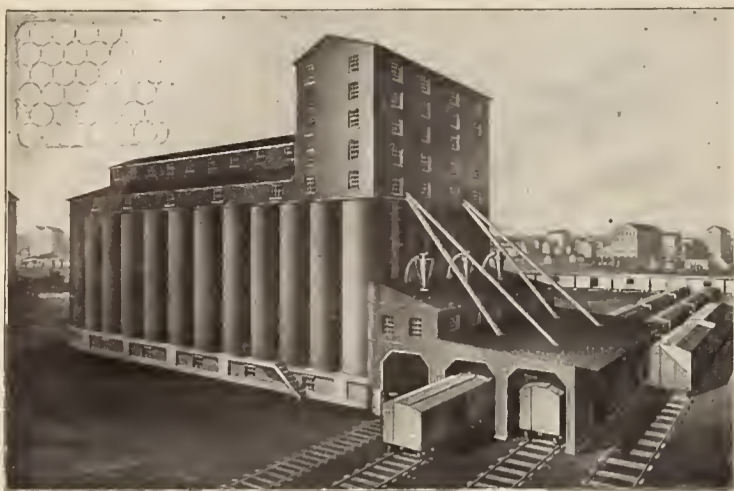
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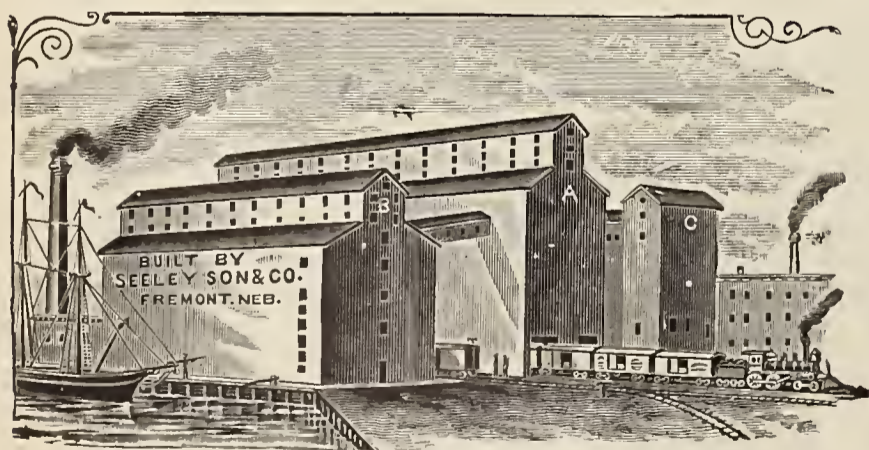
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North Star Malting Co., 500,000 bus.	David Stott Milling Co., Detroit, 200,000 bus.
Victoria Elevator Co., 250,000 bus.	Pabst Brewing Co., Milwaukee, 250,000 bus.
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Superior Terminal, 2,500,000 bus.	Interstate Elevator, Minneapolis, 1,000,000 bus.
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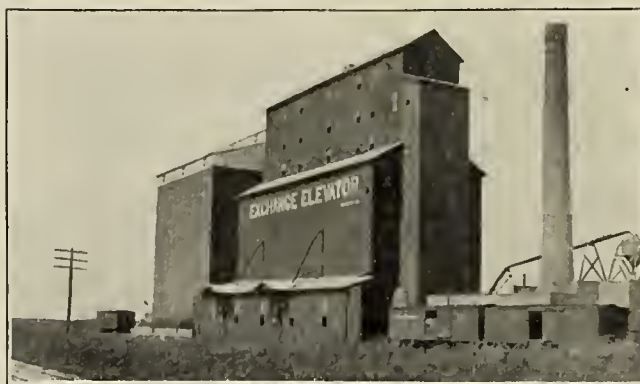
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S. S. Linton & Co., Minneapolis, 450,000  
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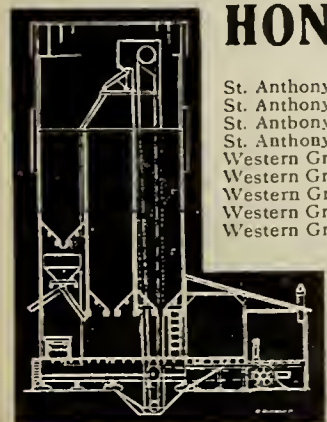
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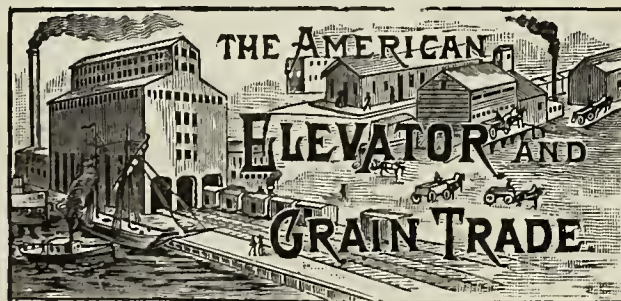
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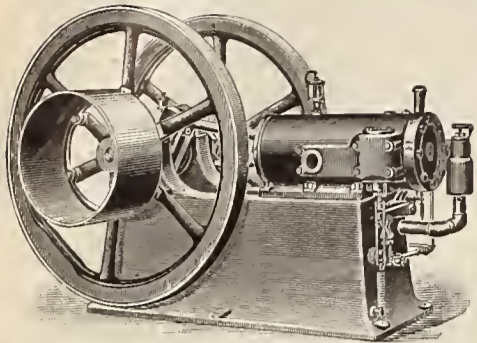
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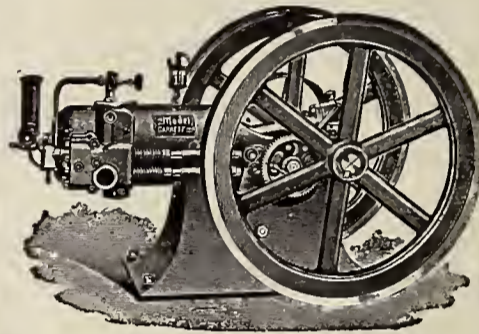
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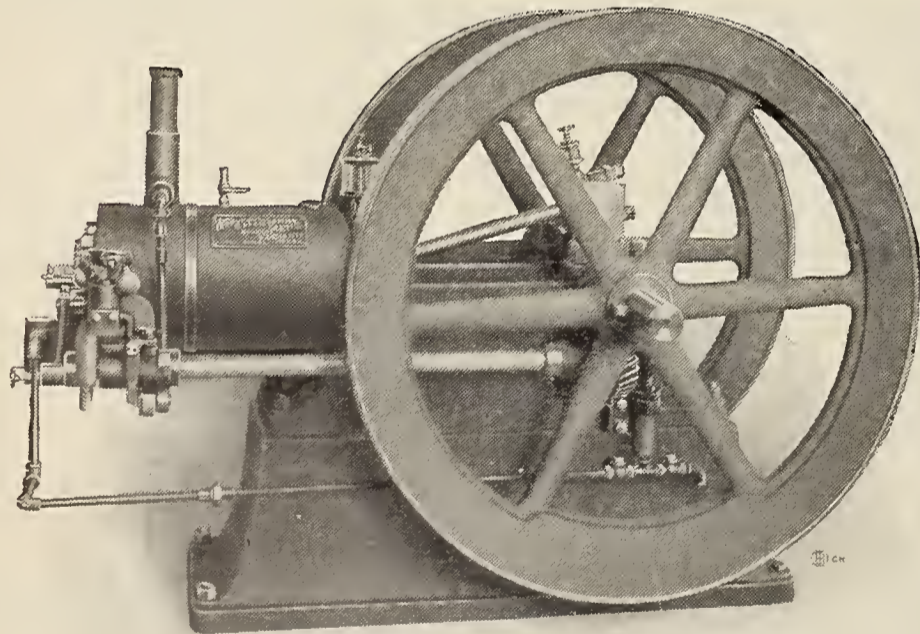
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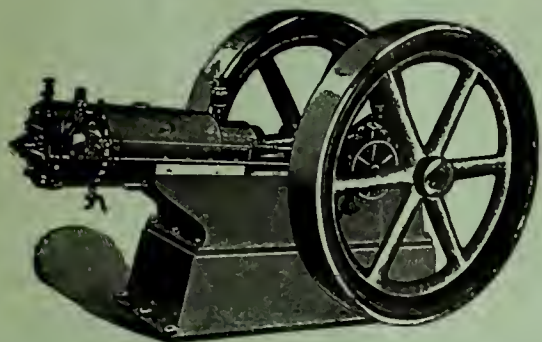
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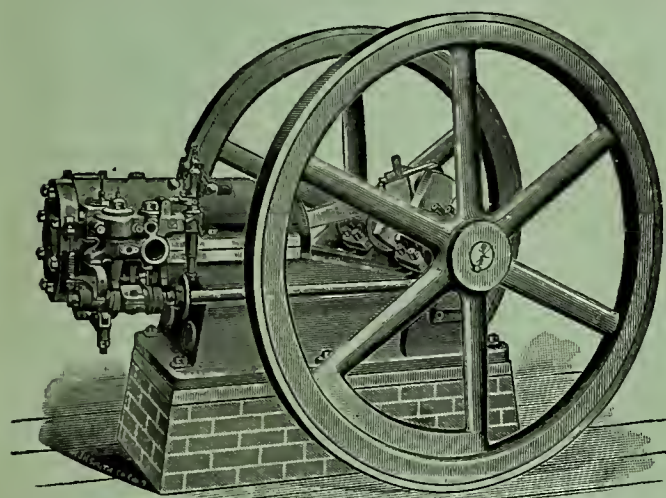
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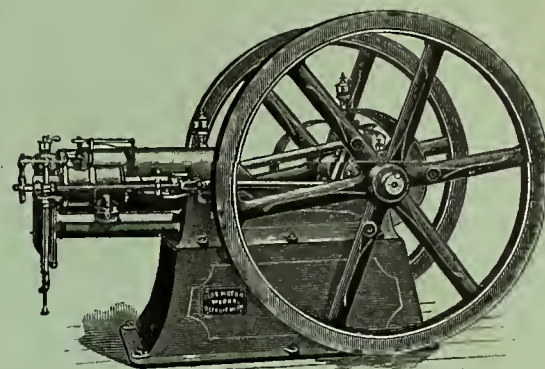
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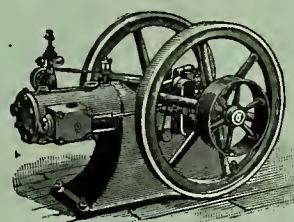
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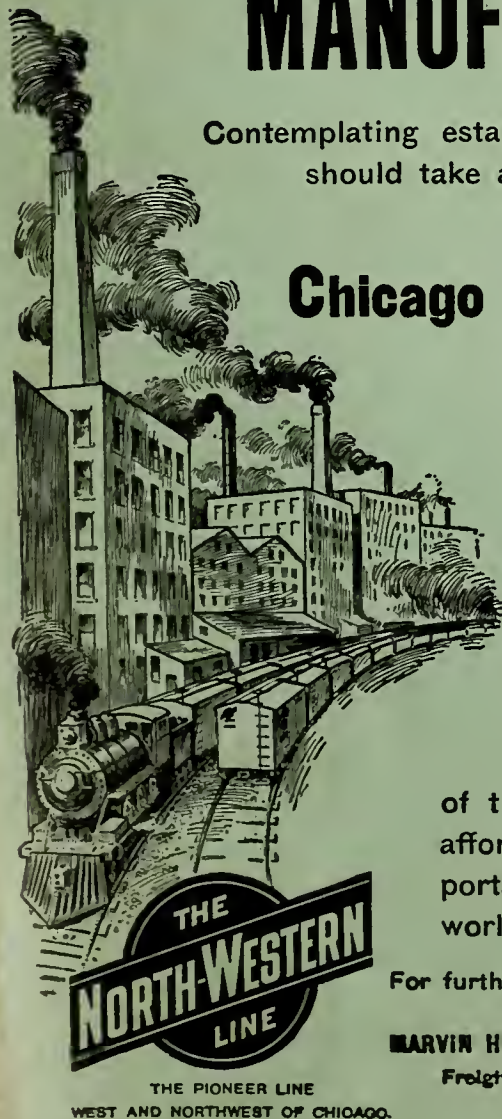
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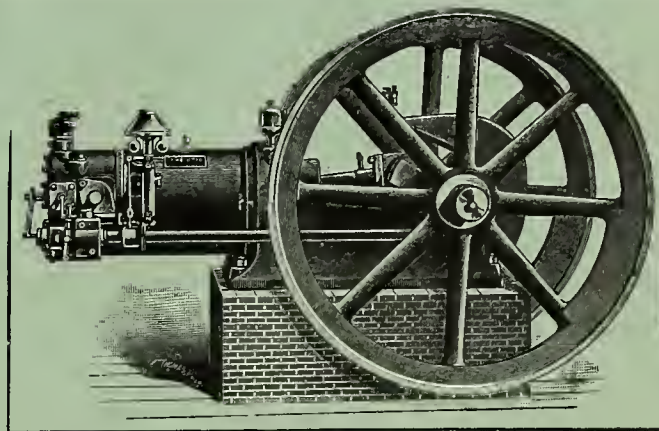
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